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A

VOYAGE OF DISCOVERY

TO THE

NORTH PACIFIC OCEAN:

IN WHICH
THE COAST OF ASIA, FROM THE LAT. OF 35° NORTH
TO THE LAT. OF 52° NORTH,
THE ISLAND OF INSU,
(*COMMONLY KNOWN UNDER THE NAME OF THE LAND OF YESSO,*)
THE NORTH, SOUTH, AND EAST COASTS OF JAPAN,
THE LIEUCHIEUX AND THE ADJACENT ISLES,
AS WELL AS THE COAST OF COREA,
HAVE BEEN EXAMINED AND SURVEYED.

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PERFORMED
IN HIS MAJESTY's SLOOP PROVIDENCE,
AND HER TENDER,
IN THE YEARS 1795, 1796, 1797, 1798.

BY WILLIAM ROBERT BROUGHTON.

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PREFACE.

VOYAGES of Diſcovery juſtly claim the public attention, becauſe they open new ſources of knowledge and trade, and conſequently are intereſting to a ſcientific and commercial people: but it would be unneceſſary at any length to expatiate upon the utility of ſuch expeditions, ſince that has been ſo ingeniouſly and convincingly diſplayed in the Introduction to Cook's third voyage.

Highly pre-eminent in the ſcale of Europe, not only for her military character but for her celebrity alſo in the arts of peace, Great Britain has long maintained her envied ſuperiority among the nations, from the encouragement ſhe has given to ſuch enterprizes, and for the many illuſtrious navigators ſhe has produced. The perſevering reſearches and unwearied

activity of our immortal Cooke advanced her reputation for ſuch voyages far beyond thoſe of his predeceſſors; and had not his unfortunate death deprived the world of his abilities, or the advanced ſeaſon of the year prevented one of his ſucceſſors in command, * Captain King, from ſuch an attempt, there would have been little opportunity perhaps for the detail of the following journal, or the moſt important part of the voyage of La Pérouſe. It ſhould be remembered that, in the third volume of Cooke's laſt work, Captain King obſerves that the navigation of the ſea between Japan and China afforded the largeſt field for diſcovery: and the ſurvey of this unknown part of the North Pacific Ocean was particularly recommended by the Honourable Daines † Barrington in his Miſcellanies, where he ſays, "The coaſt of Corea, the northern part of Japan, and Lieuchieux Iſlands, ſhould be explored." Captain ‡ Vancouver remarks, "that the Aſiatic coaſt, from about the latitude of 35° to 52° North, is at preſent very ill defined; and the American coaſt, from about the latitude of 44° South to the ſouthern extremity of Terra del Fuego, is very little known."

* See Vol. III. of Cooke's laſt voyage, page 383.

† See page 8th of the Preface.

‡ See his 3d Vol. page 489.

Such

Such ſuggeſtions and obſervations as theſe would naturally have their due weight with a navigator who was zealous to extend the bounds of geography, and who was well aware that little was to be done in any other part of the Pacific Ocean except that of ſettling the poſition of ſome few iſlands, in themſelves of little conſequence. He might indeed have heſitated to which ſurvey he ſhould give the preference, either that of the Aſiatic coaſt from 35° to 52° N. latitude, or of the American coaſt about 44° S. latitude to Terra del Fuego, had he not been convinced that Captain Vancouver would have completed the laſt by his returning to England round Cape Horn. Yet here the curſory and faſtidious reader may obſerve, that however laudable the deſign of the following journal may have been, yet it can claim no merit from the novelty of its diſcoveries, as that is already pre-occupied by La Pérouſe. In anſwer to ſuch an obſervation, it is to be hoped that a little attention to this work would convince him of his miſtake, and induce him to allow, that although the ſame ſeas may have been explored by the two navigators, yet their ſeparate diſcoveries and ſurveys ſtamp a peculiar and characteriſtic difference between the voyages. Even had the ſame track been followed entirely, great advantage might have ariſen by it to the intereſts of

ſcience

ſcience and geography: the errors of the former, if any, might have been corrected by the latter navigator; and the merit of his diſcoveries have been more completely eſtabliſhed by later obſervations tending to confirm their authenticity. This advantage, it is preſumed, may be found in the preſent work; and as the Engliſh commander could not poſſibly have known the inſtructions given to La Pérouſe by the French Government, he is perfectly clear of the charge of imitation. If however the idea ſhould ſtill prevail, that La Pérouſe's voyage has ſuperſeded the neceſſity of this preſent publication, perhaps a brief ſtatement of the diſcoveries or ſurveys made by both navigators in the ſame ſeas may remove ſuch ill-founded prejudices, and aſcertain the degree of merit due to each voyage ſeparately.

The French editor remarks, that "the examination of the eaſtern coaſt of Tartary, and the diſcovery, as it may be called, of one of the moſt extenſive * iſlands on the globe, ſeparated from the continent by a ſtrait, which was traverſed in all directions, give La Pérouſe's voyage importance and individuality;" but here it may be obſerved without any undue preſumption, that the eaſtern coaſt of Tartary has been examined alſo

* Tchoka, or Sagaleen.

by

by the Engliſh commander, and that the ſurvey of the extenſive iſland of Tchoka or Sagaleen is not ſuperior in point of general intereſt to that which has been made by him of Chica, Jeſſo, or Inſu, to the South of it; an iſland indeed of leſs extent, but more an object of curioſity to Europeans. The cauſe of geography, in reſpect to theſe hitherto undefined parts, ſeems to have been equally benefited by the two navigators; for their ſeparate ſurveys will mutually correct the errors relative to theſe two iſlands, which have been laid down with ſuch little attention to accuracy in former maps of the world.

By the paſſage of La Pérouſe through the ſtraits which bear his name, the inſularity of Tchoka was determined; as that of Chica or Inſu was alſo, by the ſailing of the Providence through the ſtraits of Sangaar. The weſtern coaſt of Inſu was ſurveyed by the Providence, which La Pérouſe omitted by going through his own ſtraits. And in their progreſs to 52° N. latitude, the boat of the Engliſh veſſel went fifteen miles further than thoſe of La Pérouſe; nor did its crew relax from their ſurveys till they were in two fathom water, and the ſhoals, together with the nearneſs of the ſurrounding ſhores, prevented any further advance. As to their reſpective surveys of the

Kurile

Kurile Iſlands, Marikan ſeems to have been the boundary of both.

So far it has been thought proper to introduce this brief ſtatement: but the ſurveys of the north, ſouth, and eaſt coaſts of Japan, the Lieuchieux and the adjacent iſles of Madgicoſemah, together with the examination of the coaſt of Corea, belong excluſively to the following Journal; for La Pérouſe, when he left Kamſchatka, gave up the idea of exploring any more the gulph of Tartary or the Japaneſe ſeas, but purſued his courſe to Maoüna, one of the Navigator iſlands.

The loſs of La Pérouſe will ever be a ſource of regret, and his exertions inſure to his memory the admiration of all civilized nations. The reſpect he ſhows for our immortal Cooke, and other navigators who preceded him in his honourable employment, ſufficiently prove the candour of his mind and ſuperiority to national prejudices. Nor, while this juſt tribute of applauſe is paid to his liberality, ſhould we, as Engliſhmen, forget the intereſt which his Government took in the ſucceſs of Captain Cooke's voyage. The benevolent will ever with pleaſure recollect, that, even amidſt the horrors of war, an exemption from them was allowed in favour of an enterprize which was intended

tended to promote a further knowledge of the globe, to ſoften the ferocity of our unenlightened fellow-creatures, enlarge the intercourſe of mankind, and bind together the remoteſt nations by the connections of commerce. The extreme caution of the Japaneſe, and their inflexible obſtinacy in excluding any foreigners, except the Dutch, from landing on their territories, are ſufficient apologies for the want of knowledge of that empire, obſervable in the voyages of both the French and Engliſh navigators. And if La Pérouſe was fearful of intruding upon their coaſts, though commanding two frigates furniſhed with every requiſite for defence, and manned with numerous crews, the apprehenſions of the Engliſh are more allowable, when it is recollected that, after the wreck of the Providence ſloop, her tender had but thirty-five men as her compliment, and might, from the ſmallneſs of her ſize, have been miſtaken by the Japaneſe for a pirate. The ſame unremitted jealouſy of foreigners ſeems to have pervaded every place in thoſe ſeas where the Providence touched at; and although the deſires of the crew for wood and water were readily complied with, yet any wiſh of exploring the interior of the country, and of gaining a more perfect knowledge of its government, produce, and manners, was invariably and pertinaciouſly reſiſted.

Kæmpfer,

Kæmpfer, in his deſcription of Japan, dwells much upon the ſtormy nature of the ſeas which ſurround it; and they have been proverbially reckoned the moſt dangerous in the world. La Pérouſe, though he made his voyage in the midſt of ſummer, in two large frigates full of boats, and furniſhed with every neceſſary for ſuch voyages, complains much of the thick fogs and bad weather, and of the danger of being embayed before his return. After the loſs of the Providence ſloop, the Engliſh navigator had only a ſchooner of 80 tons, with one ſmall boat, to encounter ſuch perils, and that not in the ſummer ſeaſon, but in the midſt of equinoctial gales, and the moſt unfavourable time of the year.

After this ſhort ſummary of what it has done for the promotion of geography and navigation, the following voyage is ſubmitted to the public. It is a true unexaggerated ſtatement of nautical occurrences; nor are there any inſerted which are not founded on fact, and the ſtricteſt regard to veracity. If the reader only looks for amuſement he will probably be diſappointed; but it is preſumed that he may gain ſome nautical information. Such voyages, as thoſe in the collection of Prevoſt for inſtance, are defective by their omiſſion of aſtronomical and nautical remarks,

which, though they may be detailed with dry, minute, and ſcrupulous accuracy, are never failing ſources of inſtruction to the navigator and man of ſcience.

The Providence ſloop of war was of 400 tons in burthen, carried 16 guns, and her compliment was 115 men. On her leaving England ſhe was ſupplied with proviſions for two years, and every neceſſary article that was required. Every thing, which in ſimilar voyages had been found of utility, was liberally granted by the Admiralty, in regard to articles of barter, and the preſervation of the ſeamens' health; and it is only to be lamented that the unfortunate ſhipwreck of the Providence, by the loſs of ſo many irretrievable requiſites for ſuch a voyage, ſhould have rendered it in any degree incomplete. The ſhip's company conſiſted entirely of young men, who were univerſally ſober, attentive, and well-behaved; and here it is melancholy to relate, how very few of them ever reviſited their native country, as may be ſeen by the following liſt of their names and fate.

A

LIST OF THE NAMES

OF THE

Officers, Sailors, and Marines, embarked on board H. M. Sloop Providence, under the Command of Captain BROUGHTON.

Names and Qualities.	*Time when and Place where diſcharged, &c.*
Willm. Robt. Broughton, Commander,	28th May 1798, Diſcharged at Trincomalee to return home
Zachary Mudge, 1ſt Lieutenant,	10th June 1797, Went home with leave from China
G. J. F. Young, 2d Lieutenant,	11th June 1797, Ditto
James G. Vaſhon, 3d Lieutenant,	23d May 1798, Diſcharged per ſentence of Court-Martial
William Chapman, Maſter,	28th May 1798, Diſcharged to H. M. Ship Trident
John Floud, Surgeon,	28th May 1798, Diſcharged to H. M. Ship Orpheus
George Young, Lieutenant of marines,	10th June 1797, Went home with leave from China
John Croſley, Aſtronomer,	10th June 1797, Diſcharged at China
William Mitchell, Boatſwain,	13th ——— Went home with leave from China
William Forſter, Carpenter,	28th May 1798, Diſcharged at Trincomalee
John Cawley, Maſter's mate,	28th May 1798, Diſcharged to H. M. Ship Suffolk
John J. Haywood, Midſhipman,	28th May 1798, Diſcharged to H. M. Ship La Sybille
Reginald B. Hopkins, ditto,	28th May 1798, Diſcharged to H. M. Ship Victorious
James B. Boyde, ditto,	10th June 1797, Went home with leave from China
Lord George Stuart, ditto,	10th June 1797, Ditto
Honourable Alexander Jones, ditto,	11th ——— Ditto
T. Coulſton, Carpenter, Surg. 2d mate,	10th ——— Ditto

Stephen

Names and Qualities.	*Time when and Place where diſcharged, &c.*
Stephen Bones, Clerk,	28th May 1798, Diſcharged at Trincomalee
John Dining, Maſter at arms,	10th June 1797, Diſcharged at China
George Randal, Carpenter's mate,	28th May 1798, Diſcharged at Trincomalee to H. M. Ship Suffolk
Edward Miller, ditto,	28th May 1798, Ditto ditto
Thomas Belcher, Boatſwain's mate,	——— Ditto ditto
Martin Neal, ditto,	——— Ditto ditto
Joſeph Mott, ditto,	——— Ditto ditto
Thomas Morriſon, Gunner's mate,	——— Ditto ditto
Robert Miller, ſhip's Corporal,	——— Ditto ditto
Charles Bruce, Sail-maker's mate,	——— Ditto ditto
John Oldroyd, able Seaman,	——— Ditto ditto
David Henderſon, ditto,	——— Ditto ditto
James Steel, ditto,	——— Ditto ditto
John Graham, ditto,	——— Ditto ditto
William Bryan, ditto,	——— Ditto ditto
Andrew Mitchell, ditto,	——— Ditto ditto
John Williams, ditto,	——— Ditto ditto
John Wilſon, ditto,	——— Ditto ditto
Matthew Leonard, ditto,	——— Ditto ditto
Thomas French, ditto,	——— Ditto ditto
James Edwards, ditto,	——— Ditto to His Majeſty's Schooner Providence
Thomas Stevens, ditto,	28th May 1798, Ditto ditto
Nathaniel Ireland, ditto,	——— Ditto ditto
John Hopkins, ditto,	——— Ditto to return home
James Donald, ditto,	——— Ditto ditto
Samuel Redriff, ditto,	25th March 1795, Died at ſea
Hugh M'Donald, ditto,	16th June 1795, Killed by falling from the main-topſail yard
Patrick Sherry, Landſman,	6th June 1796, Killed by falling from the mizen top
Daniel Dell, private Marine,	30th July 1796, Killed by the natives of Onehow
Jonathan Bird, ditto,	30th July 1796, Ditto ditto
Hans Oldſon, able Seaman,	Sept. 29th, Killed by accident at Inſu
Robert Ogilvy, Maſter's mate,	June 1797, Loſt in H. M. Ship Swift
John Delahoyde, ditto,	——— Ditto ditto

Robert

Names and Qualities.	*Time when and Place where discharged, &c.*
Robert Mearing, Midſhipman,	June 1797, Died on board
Francis Couſins, Surgeon's firſt mate,	——— *Loſt in H. M. Ship Swift*
William Clerk, Captain's mate,	——— *Ditto ditto*
George Cadman, Carpenter's crew,	——— *Ditto ditto*
David Starke, ditto,	——— Ditto ditto
George Allen, Gunner's mate,	——— Ditto ditto
John Thomſon, Quarter-maſter,	——— Ditto ditto
Henry Jones, ditto,	——— Ditto ditto
Peter Swords, ditto,	——— Ditto ditto
William Owen, ditto,	——— Ditto ditto
Robert Gamble, ditto,	——— Ditto ditto
William Coleman, able Seaman,	——— Ditto ditto
Thomas Capper, ditto,	——— Ditto ditto
Henry Shewman, ditto,	——— Ditto ditto
Abraham Graves, ditto,	——— Ditto ditto
David Stevens, ditto,	——— Ditto ditto
Robert Burn, ditto,	——— Ditto ditto
Alexander Graham, ditto,	——— Ditto ditto
James Clerke, ditto,	——— Ditto ditto
William Dring, ditto,	——— Ditto ditto
Peter Murry, ditto,	——— Ditto ditto
John Davis, ditto,	——— Ditto ditto
Joſeph Kennedy, ditto,	——— Ditto ditto
John Moon, ditto,	——— Ditto ditto
Alexander Ducas, ditto,	——— Ditto ditto
James Butcher, ditto,	——— Ditto ditto
Benjamin Braid, Corporal of marines,	——— Ditto ditto
John Cook, Drummer,	——— Ditto ditto
James Wilkie, private Marine,	——— Ditto ditto
Joſeph Whiles, ditto,	——— Ditto ditto
Francis Clerk, ditto,	——— Ditto ditto
William Julford, ditto,	——— Ditto ditto
John Lloyde, ditto,	——— Ditto ditto
William Hertekoal, ditto,	——— Ditto ditto
Peter Johnſon, ditto,	——— Ditto ditto
John Haiton, ditto,	——— Ditto ditto
John Bacon, ditto,	——— Ditto ditto
William Bacon, ditto,	——— Ditto ditto
Thomas Weſtwood, ditto,	——— Ditto ditto

Names and Qualities.	*Time when and Place where diſcharged, &c.*
John Pickwick, Marine,	June 1797, Left in H. M. Ship Swift
William Thomas, ditto,	——— Ditto ditto
Thomas Horn, ditto,	July 14th, Died at ſea on board the Schooner
William Walker, Carpenter's crew,	Killed by accident at China on board the Glatton
Thomas Mullen, Gunner,	Killed by accident on his paſſage from China to England
Alexander Biſhop, Cook,	1798, Died in the hoſpital at the Cape of Good Hope
John Garland, Quarter-maſter,	13th June 1797, Diſcharged at China to the True Briton, Indiaman
John Outridge, Armourer,	3d Jan. 1798, Diſcharged at China to H. M. Ship Sybille
Joſeph Grimſhire, Cook's mate,	14th June 1797, Diſcharged at China to the Carnatic Indiaman
James Long, able Seaman,	14th June 1767, Ditto ditto
John Martin, ditto,	——— Ditto ditto
Samuel Hudſon, ditto,	10th ——— Ditto to the Creſcent Packet
William Anderſon, ditto,	10th June 1797, Ditto to the Glatton Indiaman
William Eaſtwood, ditto,	10th June 1797, Ditto ditto
Edward Carpenter, ditto,	——— Ditto ditto
William Smith, ditto,	——— Ditto ditto
William Hurvart, ditto,	——— Ditto ditto
Miles Kimber, ditto,	——— Ditto ditto
Solomon Pollock, ditto,	——— Ditto ditto
Samuel Reed, ditto,	——— Ditto ditto
Thomas Allen, ditto,	——— Ditto ditto
Robert Shaw, Landſman,	——— Ditto ditto
Joſeph Bernard, ditto,	——— Ditto ditto
Joſeph Aſhton, ditto,	——— Ditto ditto
John Lawſon, able Seaman,	21ſt ——— Run from the Schooner at Macao
Thomas Graham, ditto,	21ſt June 1797, Ditto ditto.

COM-

COMPLEMENT OF THE PROVIDENCE.

Captain,	1
Lieutenants,	3
Maſter,	1
Boatſwain,	1
Carpenter,	1
Surgeon,	1
Gunner,	1
Maſter's Mates,	3
Midſhipmen,	6
Surgeon's Mates,	2
Captain's Clerk,	1
Maſter at Arms,	1
Corporal,	1
Armourer,	1
Sail-maker,	1
Boatſwain's Mates,	3
Carpenter's ditto,	3
Gunner's ditto,	2
Carpenter's Crew,	3
Cook,	1
Cook's Mate,	1
Quarter-Maſters,	6
Able Seamen,	47
Landſmen,	4
Marines.	
Lieutenant,	1
Corporal,	1
Drummer,	1
Privates,	16
	114
Aſtronomer,	1
Total,	115

CONTENTS.

BOOK I.

Transactions from the beginning of the Voyage till our first Arrival at Macao in China.

CHAP. I.

Page

Preparations for the Voyage.—Paſſage to the Canary Iſlands.—Departure for Rio Janeiro.—Tranſactions there.—Gough's Iſland ſeen, and its Appearance deſcribed.—Arrival at Port Stephen's, on the Coaſt of New Holland.—Aſtronomical Obſervations.—Port Jackſon.—Remarks on its Produce, Animals, &c.—Aſtronomical Obſervations,

CHAP. II.

Paſſage to Otaheite.—Remarks there.—Arrival at the Sandwich Iſlands.—At Mowee.—Its wretched State.—At Wohahoo.—Viſit of Tamaahmaah.—Account of the Wars and Ambition of that Chief.—Anchor in Yam Bay, Onehow, 25

CHAP. III.

Departure for Nootka Sound.—Search for the Iſland of Donna Maria Lajara.—Maquinee's Viſit to us at Nootka.—Intelligence of Captain Vancouver.—Stage raiſed on Shore by the Carpenters for repairing

Page

the Ship.—Excurſion to Ship Cove.—At Anchor in Juan de Fuca's Inlet.—Sir Francis Drake's Station, 1579.—Arrival at Monterey.—Plan adopted for the Voyage, 49

CHAP. IV.

Paſſage from Monterey to Owyhee.—Arrival at Wohahoo.—At Wymoa Bay, Atooi.—At Onehow.—Inhuman Murder of two Marines by the Natives of the laſt Iſland.—Departure for Japan.—Viſited by ſome Inhabitants of Inſu.—Anchor in Volcano Bay, 66

CHAP. V.

Remarks on the Country and Inhabitants round Volcano Bay.—Courteſy of the Japaneſe.—Deſcription of the Harbour of Endermo.—Obſervations on the Natives—their Dreſs—Ornaments—Habitations—Food—Boats—Articles of Commerce—Agriculture.—Remarks on the Soil—Trees—Plants—Birds—Fiſh—Quadrupeds.—Aſtronomical Obſervations.—Range along the Coaſt of Inſu.—Spanberg's Iſland, 91

CHAP. VI.

Paſſage to Mareekan, one of the Kurile Iſlands.—Through the Straits of De Vries.—Company's Land.—Staten Iſland.—Unfavourable Weather prevented our going through the Straits of Sangaar.—Range the eaſtern Coaſt of Japan.—Bay of Jeddo.—Japaneſe Boats.—Jatſiſco Iſlands, 114

CHAP. VII.

Paſſage to the Lieuchieux Iſlands.—Off Formoſa.—Arrival at the Typa, Macao.—Purchaſe of a Schoohner.—Preparations for the further Proſecution of the Voyage.—Nautical Obſervations in the Typa, 138

BOOK II.

Transactions during our second Expedition to the North through the Straits of Sangaar, and on our Return home by the Coast of Corea, and the Yellow Sea, to Madras.

CHAP. I.

Page

Delay to the Voyage arising from the Prevalence of easterly Winds.—Island of Lamay.—Off Formosa.—Land at the Island of Pachusan.—Observations on it.—The Ship unfortunately wrecked on a coral Reef, near the Island of Typinsan, 162

CHAP. II.

Singular Humanity of the Natives of Typinsan to us in our distressed Situation.—Description of their Country, Manners, and Habitations.—Groupe of the Madjicocemah Islands tributary to those of Liquieux.—Arrival in the Typa.—Dispossal of part of the Crew on board His Majesty's Ship Swift.—Departure from China to survey the Coasts of Tartary and Corea, 185

CHAP. III.

Pescadore Islands.—In Napachan Harbour, Great Lieuchieux.—Description of the Inhabitants, &c.—Departure from it towards Japan, 209

CHAP. IV.

Passage along the south and eastern Coasts of Japan.—White Point.—Arrival for the second Time at Endermo Harbour, Insu.—Suspicious Behaviour of the Japanese settled there, 233

CHAP. V.

Page

Off the Town of Matzmai in Inſu.—Proceed through the Straits of Sangaar.—Range along the weſtern Coaſt of Inſu.—Peaked Iſland, or Timoſhee.—Advance to 52° N. latitude, 257

CHAP. VI.

Impracticability of getting to Sea by the Northward.—Determination of returning.—Remarkable Hazineſs of the Atmoſphere, 281

CHAP. VII.

Off the Iſland of Tzima, ſituated between the Coaſts of Corea and Japan.—Arrival at Choſan, on the Corean Coaſt.—Deſcription of its Harbour—Inhabitants—Soil—Cultivation—Produce, &c.—Anxiety of the Natives for our Departure.—Obſervations for longitude, &c., 307

CHAP. VIII.

Find ourſelves in a Cluſter of Iſlands.—Viſited by the Natives.—Off the Iſland of Quelpaert.—In the Yellow Sea.—Arrival at Macao.—Concluſion, 331

A

VOYAGE OF DISCOVERY

TO THE

NORTH PACIFIC OCEAN.

BOOK I.

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CHAP. I.

Preparations for the Voyage.—Paſſage to the Canary Iſlands.—Departure for Rio Janeiro.—Tranſactions there.—Gough's Iſland ſeen, and its Appearance deſcribed.—Arrival at Port Stephen's on the Coaſt of New Holland.—Aſtronomical Obſervations.—Port Jackſon.—Remarks on its Produce, Animals, &c.—Aſtronomical Obſervations.

THE Navy-board recommended his Majeſty's ſhip Providence for the voyage on which I was to be employed. She had been commanded by Captain Bligh, and had lately returned from the Weſt Indies after having

BOOK I. 1793. having conveyed the bread-fruit there from Otaheite. This ſhip had been originally intended for the Weſt-India trade, and was purchaſed by Government on the ſtocks, for the expreſs purpoſe of bringing the bread-fruit trees from the South Seas, in which ſervice ſhe had been engaged for two years. She was river-built, of about 420 tons in burthen, and was ſingly ſheathed with copper, though I think it would be proper, that all ſhips employed in diſtant voyages ſhould be ſheathed with wood, and coppered over the ſheathing. The Providence was taken into dock at Deptford for one tide, and thence tranſported to Woolwich, at which yard ſhe was ordered to be fitted. On the 3d October 1793, I received my appointment to command her, and the ſame day commiſſioned the ſhip. The fitting her out detained us at Woolwich the remainder of the year; and early in 1794, the ſhip being ready, we dropped down to Graveſend, as a more convenient place for entering ſeamen. Here we remained till the end of March, when we proceeded to the Nore, ſaluting Vice-Admiral Dalrymple, whoſe flag was flying on board the Sandwich. During the month of April we completed our complement with volunteers from the Sandwich; and having orders to proceed to Spithead, we accordingly

1794.

CHAP. I. 1794.

ſailed with a convoy of merchantmen under our protection. During the night, in paſſing through the Gull Stream, the pilot run the ſhip upon the Brake Sand: we were not able to heave off till the morning's tide, when, ſoon after, we anchored in the Downs, the ſhip appearing to have received no damage. Vice-Admiral Peyton's flag was flying on board the Leopard, which we ſaluted; and in the evening, our ſhip and the convoy worked through the Downs to the weſtward, with a light weſterly wind. In the night the wind drew round to the eaſtward, and we made all ſail at day-light, repeating ſignals for the convoy to do the ſame. We paſſed through the grand fleet lying in Sand-down Bay, under the command of Lord Howe; and anchored at Spithead, having ſaluted Admiral Sir Peter Parker, whoſe flag was flying on board the Royal William. During the month of May the ſhip was docked, but had received no damage in her paſſage to the Downs: ſhe continued in every reſpect ready for ſea; and the ſhip's company, as well as the officers, were paid their wages to the end of July. In this month his Majeſty viſited Portſmouth, to view the grand fleet after the action of the 1ſt of June; and every captain had the honour of being preſented to him.

BOOK I.

1794. October 2d. I received my orders, which were ſecret, with an additional one to put myſelf under the command of Captain Drury, of his Majeſty's ſhip Truſty, and to proceed to ſea with his convoy, then bound for the Mediterranean; nor was I to ſeparate as long as our courſes were the ſame.

21ſt. We ſailed from St. Helen's with a fine breeze from the eaſtward. After clearing the Channel the wind veered to the N. W. when the Truſty ordered us to proceed to Falmouth. In the night we ſeparated from the men of war, and reached Falmouth; when, not ſeeing the Truſty, we ſailed for Plymouth Sound, where we found her and the convoy at anchor. Vice-Admiral M'Bride's flag was flying on board the Minotaur, and Rear-Admiral Cotton's flag on board the Cambridge in the harbour.

November. During this month, the gales were ſtrong and the weather variable; and as we were anchored in Cawſand Bay, we could not have joined the convoy, had they gone to ſea from the Sound with an eaſterly wind: we therefore endeavoured to work into the Sound; but the ſhip miſſing ſtays off Red Point, we came to with both bowers all ſtanding in foul ground, not the length of two cables from the ſhore. In this unpleaſant ſitu-

ation

ation we were prevented moving by ſtrong eaſterly winds, till the maſter-attendant, Mr. Hemmings, brought an anchor lighter to windward of us, and, ſending the end of a cable on board, we were enabled to heave off in ſafety, and run in between Duke's Iſland and the Main. 1794. November. 23d.

We continued in this ſtation till the following month, when we run into the Sound. During January 1795, the weather was cold, with frequent gales. Rear-Admiral Parker, in his Majeſty's ſhip Raiſonable, made the ſignal for ſailing. 1795. January 29th.

In the night we had a ſtrong gale from W. N. W. parted our beſt bower cable, drove on board a tranſport, ſprung the cathead, and damaged the main channels. Moderate weather, the next day, enabled us to recover the anchor and ſplice the cable. We again moored the ſhip, as there was no probability of ſailing till the wind came to the N. E.; when the ſignal was made for unmooring, and for all officers to repair on board. February 5th.

The whole fleet was under way; nor could any wind have been more favourable than this from the North, as it enabled every ſhip from Hamoaze and Catwater 15th.

BOOK I. 1795. February. Catwater to proceed to ſea, amounting to more than 400 ſail, which had been detained equally with ourſelves ſince October. As we ſtood out to ſea, we obſerved the grand fleet under the command of Lord Howe waiting for the convoy.

16th. The wind and weather were favourable; the Lizard Point at noon bore from us W. by S.; our obſerved lat. 50° 13′ 30″ N. The convoy from Falmouth joined us.

19th. In the evening the grand fleet, conſiſting of 34 ſail of the line and ſeven frigates, parted company with us. The convoy for Portugal ſeparated alſo the next morning, with the Truſty and Fly ſloop. We continued with the Weſt-India convoy, conſiſting of the Raiſonable, Meduſa, Iris, Cormorant, the Dromedary ſtore-ſhip, and 200 ſail of merchant veſſels.

21ſt. Freſh gales from the S. W. obliged us to reduce our ſails, and diſperſed the merchant ſhips.

22d. The wind kept increaſing, and veered to the N. W.

24th. The gales were ſtrong and variable from the S. W.: the following day it was calm; but on the next to that,

that, the gale commenced again from the Weſt and N. W. This bad weather ſeparated half the convoy.

We parted company with Admiral Parker's fleet, ſailing with the Iris frigate, Reliance, and Supply. We generally found our ſhip ſail as well as the merchantmen. March 1ſt.

With a fine breeze from the eaſtward, we purſued our courſe to the ſouth. 2d.

Early in the morning, ſaw the Canary Iſlands; at noon, the Peak of Teneriffe bore N. 88° 30′ W. Baffling winds prevented our anchoring till the morning of the 6th, when we came to off Santa Cruz in 35 fathoms; the Church bearing Weſt, Punta de Nago E. by N. As our ſtay was likely to be ſhort, we did not moor. In paying our reſpects to the Governor, he made ſome trifling excuſe for not inviting us to his table; we however met with that civility, and many others, from Mr. Rooney, an Iriſhman, who had been ſettled here ſome years. The contractor, Mr. Calloghan, ſupplied us with excellent wine for the ſhip's company, and beef daily. We alſo took ſome live cattle on board. Vegetables were in great plenty: onions and potatoes were the moſt ſalutary and uſeful 5th.

for

BOOK I.

1795. March.

for ſea-ſtore. The ſoil of the country, as far as I could perceive, is rocky, very ſcarce, and covered with ſtones; yet vegetables grow here with a conſiderable degree of vigour and luxuriancy, principally ariſing from the fertile quality of the volcanic mould. Freſh water is good here, and may be procured in great quantities for ſhipping. Landing is often difficult, on account of the ſurf that breaks on the ſhore. Some few days before we made this iſland, the flying-fiſh firſt appeared. Owing to the very heavy ſurf, there was little communication with the ſhore.

8th. The Iris and her convoy ſailed.

13th. We ſailed from Teneriffe with light airs from the S. W. quarter, baffling at times in every direction;

16th. nor did we loſe ſight of the Peak till the 16th, when at noon the wind veered to the northward, and continued a ſteady breeze. The Reliance and Supply were our inſeparable companions. The iſland of Gomera bore from N. 20° E. to N. 60° E., and the iſland of Ferro N. 50° W. diſtant 10 or 12 leagues.

21ſt. In the forenoon we made St. Anthony, one of the Cape de Verd Iſlands: at noon the ſouth-weſt point bore S. 8° E. five or ſix leagues. Its lat. 17° 0′ 46″ N. long.

long. 25° 16′ 26″ W. The ſteady freſh trade-wind ſoon carried us out of ſight of this iſland, and we purſued a S. S. E. courſe. CHAP. I. 1795. March.

Died Samuel Redriffe, a fine young lad of 18 years of age: a fever of only three days' continuance was the cauſe of his death. 25th.

Sultry weather. The wind variable from N. to N. W. Frequent calms impeded our progreſs: at intervals the ſqualls were heavy, with thunder, lightning, and rain. 29th.

We croſſed the equator with gentle breezes from the S. E. April 8th.

The trade-wind became freſh and ſteady; our courſe S. S. W. a very good one. 11th.

Wind more eaſterly, and continued E. S. E. when to ſouthward of 10° S. latitude. 15th.

Made the iſland of Trinidad; at noon it bore of us S. 41° E. Obſerved lat. of this iſland 21° 21′ 41″ S. long. 29° 29′ E. of Greenwich. 22d.

We loſt ſight of the land in the afternoon; next day had light airs from the N. E. The wind ſoon veered 23d.

BOOK I. 1795. April 29th. to the Eaſt, and became ſteady. As we purpoſed to reach Rio Janeiro, we ſteered more to the weſtward, and in lat. of 23° S. ſhaped our courſe due Weſt, in ſearch of an iſland ſaid to lie in that parallel.

May 1ſt. Variable winds in all directions. At day-light five ſtrange ſhips were diſcovered: they proved to be Brazil merchantmen bound to Liſbon, and had left Rio Janeiro five days before.

2d. Early this morning the land was ſeen, and at noon Cape Frio bore N. by W. eight or nine leagues; at the ſame time, we ſounded in 70 fathoms fine ſand. By our obſervations we place this Cape in the lat. of 22° 59′ 41″ S. long. 41° 53′ 12″ E.

5th. The variableneſs of the weather prevented our reaching the entrance of Rio Janeiro harbour before this day, when we came to an anchor in 28 fathoms ſandy bottom. Round Iſland S. 88° W.; Sugar-loaf Hill N. 55° W.; extremes of Brazil coaſt from N. 64° E. to S. 64° E. The weather was now calm.

6th. In the afternoon a pilot came off, and we got under weigh; but calm weather obliged us to anchor in the entrance of the harbour. The next day we

were more fortunate, coming to an anchor within the iſland of Cobras in 5½ fathoms. There were lying here a Portugueze frigate, and ſeveral merchant ſhips of different nations. The Reliance, Captain Hunter, ſaluted us coming in, which we returned with an equal number of guns. 1795. May.

We remained at Rio Janeiro till this day, having employed ourſelves in overhauling the rigging, caulking the ſhip, and preparing for ſea in every other reſpect. The ſhip's crew were conſtantly ſupplied with freſh proviſions; and we purchaſed at a reaſonable rate wine, rum, and ſugar. In the procuring of thoſe articles we had every indulgence we could wiſh for; but we had alſo the mortification to be watched by guard-boats day and night; nor could any officer land unleſs he was attended by a Portugueze officer of equal rank. Theſe reſtrictions were ſo unreaſonably ſuſpicious, that I went but once on ſhore, except with Governor Hunter to pay our reſpects to the Viceroy. The ſoil about Rio Janeiro is generally good, producing great crops of oranges, pine-apples, melons, ſugar-canes, and other tropical plants. There is a great variety of birds; ſuch as parrots, cockatoos, ſea-fowl, tropic and men-of-war birds. There are ſeveral kinds of the monkey tribe; one remarkably ſmall, called 24th.

BOOK I.

1795. May.

the weſhtu, ſcarcely ſeven inches in length. As Captain Hunter's ſhips were not ready I proceeded to ſea alone, taking his orders for Port Jackſon; as I intended, in conſequence of the lateneſs of the ſeaſon, to proceed to the South Seas by Van Diemen's land. The ſituation of Rio Janeiro is in lat. 22° 53′ 17″ S. and long. 42° 51′ 16″ E.

25th. A breeze ſpringing up from the north-eaſtward, we ſoon loſt ſight of the Brazil coaſt.

26th. A fine gale carried us to the ſouthward rapidly; and in the latitude of 31° S. the wind veered to N. and

29th. N. W. We ſhaped our courſe S. E., reducing our ſails as the gale increaſed.

June 2d. We had a large following ſea, the wind increaſing to a ſtrong gale at S. W.

5th. A ſtrong breeze at N. W. with continual rain. In the latitude of 40° S. we ſteered Eaſt, intending to make

7th. Gough's Iſland, and fix its ſituation. A heavy gale from the N. N. W. obliged us to bring the ſhip to the wind in the morning. After laying to under a balanced mizen four hours, we again bore away as the violence of the gale ſubſided.

The gale from the Weſt returned with redoubled violence; and as the ſhip had not ſufficient velocity through the water to eſcape the ſea, we again brought to under a mizen ſtay-ſail. In the evening the weather became more moderate, and we bore away. 1795. June.

At 1½ paſt noon, we diſcovered Gough's Iſland bearing Eaſt five or ſix miles. Our obſervation at noon made the lat. 40° 19′ S., which was indifferent. The gale increaſed; yet being deſirous of making further remarks upon the iſland, at 1½ paſt 3 we brought to the wind under the lee of it, bearing from us N. N. W. The ſea was irregular and confuſed; during the night the gale ſubſided; our ſoundings were at 155 fathoms. No obſervation at noon. 10th.

The following day we were equally unlucky, the weather being rainy and hazy; and as there was no chance of its clearing, we reſumed our courſe to the eaſtward. The breezes were ſtrong at N. N. W. and the rain conſtant. Gough's Iſland is high and much broken, not more than two or three miles in circumference or extent. We could not perceive the leaſt ſign of vegetation; but as the weather prevented landing, we could not make the remarks we wiſhed, and our idea of its circuit is even doubtful. By our time- 11th.

BOOK I.

1795. June.

time-pieces we place it in the lat. 40° 19′ S. and long. 9° 27′ W.; which may err two or three miles, as the horizon was very confuſed.

12th. Strong breezes from the N. N. W. We ſteered to the Eaſt, preſerving nearly the parallel of lat. 41° 30. S. although we could not get an obſervation more than once in three days. The weather became more moderate, with the wind variable to the S. W. after we got into eaſt longitude.

16th. The wind again returned to its old quarter with increaſing violence: in reefing the main-topſail, Hugh MacDonald fell off the yard upon the deck, and was moſt unfortunately killed on the ſpot. About this time we had the firſt appearance of the albatroſs, and the beautiful bird called the pintado or Cape pigeon; alſo great numbers of ſea-gulls, ſheerwaters, &c.

July 1ſt. The breeze was variable at Eaſt and S. E., with foggy weather. Several ſeals came about the ſhip, and we

7th. paſſed ſome rock-weed. A very ſevere gale from the N. and N. W. attacked us; and in the forenoon, to avoid the ſea, we furled the foreſail, and brought the ſhip to the wind under a ſtorm ſtayſail, it blowing tremendouſly hard from the N. W. quarter, and raining

raining violently. In the night we carried away the tiller.

1795. July 14th. Wind veered to the Weſt: ſqually and cold.

19th. Light breezes and cloudy weather induced us to get up the top-gallant maſts and yards; and we ſet all our ſmall ſails, which had been of very little uſe during this turbulent paſſage.

28th. Wind at S. S. E. increaſed to a ſtrong gale; ſhip was under ſtorm ſtayſails; ſqualls, always attended with rain.

Auguſt 2d. Freſh breezes and cloudy weather; lat. 44° 18′ S.

3d. At 1 P. M. we ſaw Van Diemen's land generally covered with ſnow; it bore N. by E., the wind at N. N. E.: at noon the extremes bore from N. 5° W. to 62° W.; lat. 44° 5′ S.

4th. In the evening the land bore from N. 54° W. to 71° W.; and the wind remaining at North prevented us ſeeing any more of it, as we had only to keep our wind to the eaſtward. We ſteered N. N. W., intending to make Furneaux Iſle, and explore the unknown ſpace between it and Cape Howe, if the wind permitted.

6th. Strong

BOOK I.

1795. Auguſt 12th. Strong gales from the Eaſt; by which we continued our courſe to the North, not having been able to make Furneaux's Iſland. At ſunſet we ſaw the land, and altered our courſe to N. N. E. in conſequence; the next morning we had the mortification to find ourſelves deceived, as we had clear weather, and nothing to prove that we were near the coaſt of New Holland: lat. 34° 50′ S.

13th. The wind from the N. W. blew direct from the land. We were to the North of Port Jackſon.

14th. At day-light made the land to the N. W. of us; at noon we had clear fine weather, and Cape Hawke bore N. 88° W. The extremes of coaſt from S. 22° 30′ W. to N. 2° E. Obſerved lat. 32° 11′ S.

15th. We kept plying to the windward; at noon Cape Hawke bore N. 25° W. Iſlands off Port Stephens S. 71° W. Lat. 32° 38′ S.

18th. The wind ſtill remaining fixed in the S. W. quarter, I found there was no chance of beating to the ſouthward: I therefore determined to enter the port which was in our power. We entered in ſafety Port Stephens, and anchored in 5½ fathoms ſandy bottom.

Points

Points of entrance were open from S. 12° E. to 85° E. We ſteadied the ſhip with the ſtream anchor, and ſent the boats in ſearch of water. We remained here one week, and completed our watering from a lake on the northern ſhore with great facility. During our ſtay, we had frequent intercourſe with the natives. They were the ſame race of people as thoſe deſcribed to inhabit Port Jackſon and Van Diemen's land. They were inoffenſive, quiet, and docile; and whenever we approached them, removed their women and children. We found here reſiding with the natives four Engliſhmen, who had deſerted in a boat from Port Jackſon five years before. Five came originally, but one had died; thoſe that remained were miſerable half-ſtarved objects, depending on the hoſpitality of the natives for their ſubſiſtence, who occaſionally ſupplied them with a part of their proviſions, at all times in no great abundance with the inhabitants. Notwithſtanding the wretched ſtate in which they exiſted, the man who had enticed them to deſert refuſed to come on board. We collected ſome articles to leave with him to make his ſituation more comfortable; but in the meanwhile, being aſſured he ſhould be well treated, and probably not ſuffer for his former conduct, he agreed to come off with the others. One or two of theſe men were married, and left their wives and children with little

BOOK I. 1795. Auguſt.

regret. The ſoil round Port Stephens is compoſed chiefly of ſand and decayed vegetables, though in the ſwamps it is rather of a better kind; but upon the whole the nature of the place is very barren, and unfit for any great degree of cultivation. The ſea produces a good variety of fiſh; ſuch as mullet, toad-fiſh, a kind of torpedo, flounders, &c. In the woods, were ſeveral ſpecies of beautiful paroquets; and a ſmall bird of a brown plumage, ſomewhat reſembling the Java ſparrow. The quadrupeds that we ſaw were the kangaroo, dogs, &c. On the beach we obſerved a variety of curiouſly marked ſhells; ſuch as the buccinum or whelk, limpets, muſcles, oyſters, and beautiful ſpecimens of the Venus ſhell. The natives live chiefly upon fiſh, fern roots, dog's fleſh; and ſhould a dead whale happen to drift upon the ſhore, it forms a moſt delicious repaſt for them. The aſtronomer made the following obſervations on ſhore at the watering place abreaſt of the ſhip:

Lat. by mean of 4 merid. alt. of the ⊙	32° 41′ 33″ S.
Long. by mean 4 time-keepers	151° 44′ 44″ E.
Long. by mean 12 ſets of lunar diſtances	152° 4′ 47″
Long. by mean diff. of long. between this place and Port Jackſon, taking the longitude of Port Jackſon at 151° 10′ 3″ E. that being the mean between Sign. Malleſpina and Mr. Croſkey, and the diff. by the 4 watches in long. at 33° 46′ W.	151° 43′ 49″

At

CHAP. I.

1795. August 26th.

At noon we hoiſted in the boats, and made ſail to the ſouthward with the wind eaſterly. Port Stephens bore N. 76° W. and the extremes of land N. 24° E. to S. 75° W.: lat. 32° 51′ S. At midnight we tacked to the northward till daylight, when we again ſteered to the South and S. S. W. as the wind permitted. We had 70 fathoms water: the forenoon was hazy, the weather rainy, and wind increaſing, with every proſpect of a gale from the S. E. which blew directly upon the land. We carried all ſail to ſecure our port before dark. At noon the ſignal-houſe on the South head of Port Jackſon harbour bore S. 32° W., and we weathered the North head half a mile by carrying a preſs of ſail; ½ paſt noon we were in the entrance of the harbour, and at 1 P. M. in running up, a pilot came on board. In the afternoon we moored with our bower cables in Sydney Cove, and ſtruck yards and topmaſts. In the night, the gale (as predicted) increaſed to a perfect hurricane, and continued the next day with extreme violence; nor could we ſend a boat on ſhore. We could not be too thankful for our ſafety: for had we remained at ſea, moſt probably the ſhip never would have cleared the land; as at no time from our run here, were we more than two leagues from the coaſt. We found Major Paterſon, commanding the New South Wales corps, acting as gover-

27th.

BOOK I.

1795. August.

nor; who received us in the moſt welcome manner, ſhewing us every civility and attention in his power. Indeed I in particular cannot ſufficiently expreſs my gratitude for the hoſpitality ſhewn to me both by Major Paterſon and his lady during our long ſtay here. We immediately commenced refitting the ſhip, caulking her within and without, together with overhauling the rigging, &c., and landed tents at Cattle Point for the aſtronomer to aſcertain the rates of the time-pieces. The hauling the ſeine was continually in uſe for ſupplying the ſhip's company with fiſh; and by order of Major Paterſon, we daily and amply received vegetables for our people by ſending a boat to Garden Iſland.

September 8th. Governor Hunter arrived with his ſhips, having been 97 days from Rio de Janeiro.

12th. We ſaluted his excellency Governor Hunter with 13 guns, on reading his commiſſion that appointed him Captain General of New South Wales, &c. &c.

October 6th. The ſhip being ready for ſea we unmoored and ſhifted our birth to the Fair Way, cheering the Reliance as we left the Cove.

We

We took our final leave of Port Jackſon in the morning: at noon the ſouth head of Broken Bay bore N. 34° W., lat. 33° 50′ S.; North head, Port Jackſon, S. 88° W. During our ſtay we entered ſeveral good ſeamen from merchant ſhips and the colony to complete our complement: our ſhip's company was in perfect health. We abſtained from following the example of other ſhips that have touched at this colony, by not taking away any of the convicts: a practice very general in merchant ſhips, which has tended to corrupt the morals of the South Sea iſlanders; for in the voyages of the traders to the north-weſt coaſt of America, theſe men have generally deſerted by the way, ſtopping either at the Society or Sandwich Iſles. The ſoil round Port Jackſon is light and ſandy generally; though, in the more inland parts of the country, it is much better, and produces good crops of corn and other vegetables. Tropical fruits do not anſwer well here, it being too cold in the winter ſeaſon; ſuch as have arrived from the Cape grow luxuriantly. The bread-fruit and cocoa-nut have lately been brought here, but did not ſucceed. Plantains and the ſugar-cane have done better, but in all probability will never arrive to any great degree of perfection. There are ſeveral kinds of other fruits and vegetables which might deſerve a trial here; ſuch as gooſeberries

1795. October 13th.

BOOK I. 1795. October.

and currants, a greater variety of apples, pears, plums, limes, peaches, &c. Experiments might alſo be made of the tarro root, yams, and ſweet potatoes. Annual and perennial flowers are ſtill deſiderata here. The birds of this place are of ſeveral kinds; ſuch as the black and white cockatoo, variety of paroquets, crows, gulls, ſhags, &c. The emu is a bird belonging to the genus of the caſſowary, grows to a large ſize, and like the reſt of the genus is unable to fly. Quadrupeds are chiefly the kangaroo of two kinds, opoſſums, flying ſquirrels, mice, kangaroo rats, and a ſpecies of ferret. Reptiles are ſnakes, ſome of a large ſize, guianoes, lizards, frogs, &c. The bays are well-ſtored with fiſh; ſuch as ſalmon, eels, mullet, the leather jacket, flounders, &c. The ſhores contain oyſters, muſcles, conchs, and other ſhell-fiſh. Sharks are ſometimes caught here of a large ſize, which produce the only oil the people have to uſe.

The following aſtronomical obſervations were made on ſhore at Cattle Point; one of thoſe forming Sydney Cove, and where the Spaniards had before fixed their obſervatory:

Lat.

Lat. by mean of merid. alt. of the ☉ - - -	33°	51′	47¼″	S.
Long. from mean of 90 ſets 45° to the Eaſt - -	151°	9′	48″	E.
and 45° to the Weſt of ☽				
Variations by compaſs - - - -	11°	9′		Eaſt.

CHAP. I.

1795. October.

The flag-ſtaff on the South head bearing by compaſs N. 73° 45′ E.; diſtant ſeven miles.

CHAP. II.

Paſſage to Otaheite.—Remarks there.—Arrival at the Sandwich Iſlands—at Mowee.—Its wretched State.—At Wohakoo.—Viſit of Tamaahmaah.—Account of the Wars and Ambition of that Chief.—Anchor in Yam Bay.—Onehow.

BOOK I. 1795. October 14th. WE directed our courſe to the North of New Zealand, intending to touch at Otaheite in our route to Nootka Sound. At 3 P. M. the land extended from N. W. ¼ Weſt to Weſt, and we ſoon after loſt ſight of the coaſt.

19th. In lat. 33° 10′ S. and long. 169° E. the S. W. wind changed to a gale from the N. E. quarter. It was of no continuance; for on the following day it veered to N. W., and we again purſued our eaſtern courſe.

In 32° 51′ S. and 175° E. the winds were northerly, with moderate weather, continuing at N. E. till this 24th. day, when the wind again veered to the N. W. with a ſtrong breeze.

Wind

Wind now altered to the N. N. E.; our lat. 34° 15′ S. and long. 189° 35′ E. by the time-piece agreeing with our accounted longitude. 1795. October 28th.

We ſtood to the Northward, as the wind became more eaſterly; lat. 35° 45′ S. and long. 192° 30′ E. 30th.

It blew ſo hard as to oblige us to lay to under the main-ſail. The gale moderated: we wore ſhip at noon and ſtood to the S. E. in lat. 32° 46′ and 192° 25′ long. November 2d. 3d.

In 30° 33′ S. and 197° 53′ E. we ſtood to the S. E., having had no obſervations ſince the 9th for the lat.; we found ourſelves 1° 30′ further north than we expected, in which direction only we had experienced any current: bar. 7° 49′ E. In the night we ſtood to the Northward; lat. 31° 27′ S. and long. 197° 27′ E. The wind grew more favourable for our courſe, and on this day at noon, in the lat. of 28° 33′ S. and long. by watch 201° 27′ E., we obſerved diſtances ☉ and ☽ making the longitude agree nearly with the watch. 13th. 18th. 19th.

At 2 hours 40 minutes after midnight we made the iſland of Ohetorea bearing N. E. 6° N., which as it was in our courſe we ſtood off for two hours, and again 25th.

BOOK I. 1795. November.

tacking made ſail towards it. At noon it bore from S. 3° E. to S. 3° W. Our latitude was indifferent; it made 22° 0′ 54″ S. and long. 208° 32′ 48″ E.

28th. Freſh breezes from the Eaſtward brought us in ſight of the iſland of Otaheite, bearing to the N. N. E. At 11 A. M. we tacked ſhip, Eaſt-point of the land bearing N. N. E.; Low-point, in the centre of the iſland, N. ½ W. off ſhore; Tiarraboo eaſt point, N. 74° 10′. Lat. obſerved 17° 47′ 32″ S. long. 210° 44′ 20″ E. Account 208° 53′ E.

29th. The wind ſoon after noon ſprung up favourably for our courſe, and we made all ſail. As we paſſed Ohitepehah Bay we were ſurrounded by canoes. In the evening at 5 we anchored in 5 fathoms, in Matavai Bay at 8 fathoms; and the next morning, warped into good anchorage. In ſo doing, we ſwept an iron ſtocked anchor, which had belonged to the Bounty, when ſhe cut her cables, and went to ſea from the Bay with the remaining mutineers. In the courſe of the day we raiſed our tents in Point Venus, to aſcertain the rates of the time-pieces, and compleating our water. The natives afforded us every aſſiſtance in our various purſuits, and amply ſupplied us with proviſions and vegetables.

CHAP. II.

1795. December 11th.

We left Otaheite with moderate breezes and pleaſant weather. At noon, Point Venus bore E. ½ N. three or four miles: we hove to, to hoiſt our boats in, and take leave of our friends. As it gave the natives pleaſure, I ſaluted them with four guns on our departure. Not a man was unwell among the crew, and the decks were full of hogs and vegetables: many of theſe hogs weighed more than 200 wt. Otaheite, and the manners of its inhabitants, have been ſo amply deſcribed by preceding navigators, that any further account might be deemed unneceſſary. A few obſervations may therefore be ſufficient. The ſoil of the iſland is excellent, conſiſting of a reddiſh argillaceous loam, ſometimes ſandy and of a black colour. The inner part of the country being mountainous, its ſoil is worſe than nearer the ſea. Here are various ſpecies of trees; and univerſally over the iſland, abundance of ſprings and rivulets. There are great quantities of cruſtaceous and teſtaceous fiſh; different ſpecies of birds and ſea-fowl. Geeſe are naturalized here; but no European cattle, as far as I could learn, have multiplied at Otaheite excepting goats. The natives conſider dogs and cats as proper to be eaten.

At 4 P. M. Point Venus bore S. 53° E. 12 miles; at 5 A. M. we ſaw the iſland of Tethwroa bearing

BOOK I. 1795. December.

from S. 74° E. to S. 60° E. four or five leagues; the body of Otaheite iſland, S. 20° E.; and the iſland of Eimeo, S. 4° E. The wind continued moderate from the N. E. quarter, and at noon we had no ſight of land.

Variations. p. N° 3. the 11th P. M. 4° 19′ E. Adams 3° 7′ E.

'At ½ paſt 4, P. M. N° 1. made the long. 210° 12′ 03″, when Point Venus bore S. 53° E. 12 or 13 miles; which will make its longitude 210° 32′ E., the ſame as by Captain Cooke. On the 28th it agreed within 3′ of the longitude of Ohitepeha Bay, 'the day after we made the iſland, the elapſed time being only 12 days: of courſe we had no reaſon to ſuppoſe it had altered its rate ſince our leaving Port Jackſon, and made us the leſs regret that the aſtronomer could make no obſervations on Point Venus, where he was prevented by the tumbling motion of the quickſilver, cauſed by the ſtriking of the ſurf which affected the point of land where his tent was raiſed.

16th Weather moderate, with ſlight ſqualls at intervals. At ½ paſt 9 we ſaw an iſland upon our weather-beam, bearing N. 78° E.; at ½ paſt 11 we tacked towards it, and it bore from us at noon E. to E. 19° S., juſt in ſight from the main-top. I eſtimated its diſtance to be 5 or 6 leagues. The ſouthern extremity was the higheſt

1795. December.

highest part, covered with trees, most probably cocoa-nut from their appearance, as they stood in detached clumps along the shore. These bearings will place it in the latitude of 9° 57′ S. and long. 209° 35′ E.; but it should be recollected, that they were taken by a small compass from the mast-head, the angle subtended by a quadrant.

Variations. 16th A. M. N° 3. 4° 35′ Adams 5° 48′ Walker 5° 37′ Inspection 5° } East.

17th. The island bore from E. ½ S. to S. E. by E. 2° E. about five leagues; it appeared to be low, and covered with trees, and if I am right in its estimated distance, its length will be about five miles in a north and south direction. I named it Carolina Island in compliment to the daughter of Sir P. Stephens of the Admiralty.

18th. We had a swell from the N. E. which was not experienced before, and which I attributed to the low islands that extend in a parallel towards the Marquesas. The Pacific Ocean is covered in some parts with low islands, and as the wind blows from them it causes the water to be smooth, for when there is no impediment of land the swell is observed to increase according to the wind.

We

BOOK I. 1795. December. 19th. We had ſeveral birds about us this day, particularly boobies. By the careleſſneſs of my ſervant the barometer was rendered uſeleſs this morning, as unluckily he had broke the glaſs tube, a misfortune we could not remedy.

24th. Strong trade wind and very pleaſant weather, which continued till the 1ſt January, 1796, when we came off the Sandwich Iſlands.

Variations. N° 3, 5° 29′ Adams 6° 28′ Walker 6° 38′ Inſpect. 5° } East.

January 1ſt, 1796. We experienced ſtrong breezes and ſqually weather, with a ſwell from the Eaſt. At 2 A. M. we ſaw the land diſtinctly. On approaching the weſtern ſide of Owyhee, we loſt the trade wind, and the weather became variable with light airs in every direction.

2d. Calm and cloudy weather continued during the evening, enabling ſeveral canoes from the ſhore to furniſh us with pigs and vegetables. At 10 P. M. a light air ſprung up from the land; we ſteered along the ſhore till day-light, experiencing a ſtrong current to the N. W. At 7 o'clock we ſaw a ſail in the N. W. quarter. The natives informed us it was an Engliſh

Engliſh brig which had ſailed from the bay in the night.

Light and variable airs prevented our reaching the bay; I therefore diſpatched an officer in the pinnace to gain information reſpecting Captain Vancouver, as we underſtood there was an American veſſel which could give us intelligence of him. The pinnace on her return confirmed what we had before heard, that Captain Vancouver with the Diſcovery and Chatham had ſailed for England. This intelligence was procured from the Engliſh brig, who reported that they ſailed from Valparaiſo in July or Auguſt 1795 for England, by the way of Cape Horn. We ſtood to the S. S. W. all night, and at 7 A. M. drifted to the N. W. 3d.

Notwithſtanding we had rūn in for the land 5 leagues by the log, we did not ſeem to have approached it, and our diſtance prevented any communication. Light airs and calms alternately prevented us from reaching the ſhore till the 8th. 4th.

The wind varied to the North, and with the aſſiſtance of boats we anchored in the bay. Here an American brig, the Lady Waſhington, ſaluted us with ſeven guns, 8th.

BOOK I. 1796. January.

guns, which we returned with five. Our ſhip was inſtantly ſurrounded with canoes filled with women, fruit, and vegetables. In the afternoon we moored with the ſtream-anchor in 18 fathoms, the points forming Karakaakooa bay bore from S. 7° W. to W. 3° N.: off ſhore 150 fathoms.

11th. Our tent was pitched in a field adjoining the Morai, for the aſtronomer to aſcertain the rates of the watches. Lieutenant Young of the Marines, with a corporal and ſeven privates commanded the party for their protection. The ground being taboo'd, no perſons were permitted to come within the limits, beſides the prieſts of the Morai: a more retired ſituation for the purpoſe could not have been found.

Since we croſſed the equator, the ſhip had made from two to four inches water per hour, we therefore took this opportunity of finding out the cauſe, by unſtowing the holds and heeling the ſhip, &c.; all our efforts however proved unſucceſsful. The bread room was alſo cleared, that the weevils might be deſtroyed by fire, and we were mortified that this could only be effected in ſome ſlight degree.

We

1796. January.

We fired a ſalute in honour of her Majeſty's birth-day. The weather became more favourable for the aſtronomer's obſervations, and on the 20th he got equal altitudes for the firſt time. From the 26th to the 31ſt the weather prevented any obſervations: on the evening of that day he had correſponding altitudes. The tents were immediately ſtruck, and with the aſſiſtance of double canoes (for our boats could not land) we got every thing from the ſhore, and ſailed from the bay at 4 A.M. with the land-wind. During our anchorage in this bay for three weeks, we experienced conſtant land-winds during the night, which gradually died away by 8 A.M.; and during the day very light airs and breezes prevailed from the ſea. The ſurf ſeldom permitted our own boats to land, which put us to no great inconvenience, as the natives readily offered their canoes, which were ſafer conveyances. I had every reaſon to be ſatisfied with our reception, and the general behaviour of the natives. No theft of conſequence was committed, nor any interruption given to our purſuits. Though nearly the whole of the ſhip's company were at different times on ſhore, yet they were never inſulted, but treated with uniform good-will and kindneſs. Ample ſupplies of hogs for our daily conſumption were ſent to us from Ta-maah-maah, by the influence

BOOK I. 1796. January.

a Britiſh ſeaman had over him. This man (whoſe name was John Young) had been reſident in the iſland for ſix years. Tamaahmaah, with all his chiefs, and ſixteen thouſand men, had been abſent on an expedition againſt the iſlands to the leeward, all of which he had conquered but Atooi. We could not therefore buy any hogs, as theſe chiefs had taboo'd all their property. A blind chief, whoſe name was Mahoa, carried on the executive power of the ſtate under the ſuperintendance of Young, and conducted himſelf with every attention to our wants. The prieſts at the Morai were alſo particularly kind to the gentlemen ſtationed there, and the people in general ſpoke very highly of Captain Vancouver. From the good impreſſion his conduct made upon them, and the favourable ſentiments inculcated by Europeans who have or now do live here, I am led to believe that any veſſel may now touch at this iſland in ſafety, and be amply ſupplied with refreſhments; as every article of European manufacture is conſiderably fallen in value. The cattle left here by Captain Vancouver had bred and were in excellent order: it is probable they will ſtock the iſland, as a taboo is placed upon them for ten years. The goats multiply prodigiouſly; I added a male and female to their number, leaving them under the care of Young, with

CHAP. II.

1796. January.

with a breed of geeſe and ducks: the firſt lieutenant alſo ſpared them his pigeons. Some grape-vines from Port Jackſon and vegetable ſeeds were planted and ſown during our ſtay. Pumpkins and melons were in no great plenty, though we had excellent cabbages weighing near 2 lbs. They had been cultivated at ſome diſtance, and were brought as a preſent.

The thermometer on board the ſhip varied from 74° to 78°; at the tents on ſhore it was from 79° to 86°. On the 20th January, No. 1. made the longitude of Karakakooa 203° 46′ 45″, which differs only 11′ from the true longitude, as ſettled by Captain King and Mr. Bayley; an error only of 11′ in 108 days, being the time ſince her rate was ſettled by Mr. Croſley at Port Jackſon.

On the 31ſt January at noon, N° 1. was ſlow for mean time at Karakakooa Bay 14 h. 31, 29, 19, and loſing 6″.594 per day on mean time.

The variation on board ſhip, mean of 3 compaſſes,		8° 15′ E.
Do. on ſhore at the tents, by Adam's large do.		9° 12′ E.
N° 1,	203° 47′ 4″	Eaſt by time-keepers. Obſervations by the aſtronomer.
Pocket 2,	203° 48′ 19″	
Box A, 56,	199° 36′ 42″	
Box E, 48,	204° 44′ 36″	

BOOK I. 1796. January.

The above account will ſhew what the different watches made the longitude of the Bay, by the rate that was given at Port Jackſon. Arnold's box time-piece keeps ſo uncertain a rate as to render it uſeleſs.

Long. of Bay 203° 57′ 45″ E. by King and Bayley.
Lat. of Karakakooa Bay, mean of 6 merid. alt. of ſun, 19° 28′ 9″. 5 N.
Mean of 13 diſtances of Aldebaran weſt of moon, 204° 27′ 30″ E.

February 1ſt.

With a light wind from the land we run out of the Bay, leaving the American ſhip at anchor. By 8 A. M. it was calm, and we experienced a current ſetting us to the N. W. At noon we made the latitude 19° 31′ N.; when the north point of Karakakooa Bay bore S. 72° E. five or ſix miles.

3d.

Variable winds prevented our reaching the S. W. part of Mowee before ſunſet, when we came to anchor off the village of Rahina, in 20 fathoms ſandy bottom, diſtant from the ſhore about a mile.

As this place ſeemed a favourable one for procuring fruits and vegetables, we remained here till the 6th, having moderate and light winds, with a ſtrong current ſetting to the N. W. The village extends two miles along the ſhore. Off the weſtern point is a ſmall reef in the direction of the village, which affords a landing

landing for boats or canoes within it. At each end is an excellent ſtream of water; but that to the weſt is the moſt convenient for ſhips, as they can anchor to the Weſt of it in a fine bay with clear ground, at 5 fathoms cloſe in. Our excurſions on ſhore were frequent, and the natives civil. The cultivation was excellent; and the extent of ground made uſe of for that purpoſe reminded us of the ſcenery of our native country. There were the various productions of Tarro, ſweet potatoes, melons, ſugar-canes, gourds, and pumpkins, amidſt groves of the bread-fruit trees and cocoa-nuts, which univerſally afforded us ſhady walking. As this village was the reſidence of a Chief, ſince dead, it had been entirely deſtroyed on the arrival of Tamaahmaah, and preſented a ſpectacle of wretched hovels which ſheltered the inhabitants, who occaſionally lived there, till the conqueror had made a diſtribution of the iſland among his followers. No hogs were to be ſeen; and our ſupplies were in all reſpects inferior to our expectations. The anchorage in the bay, abreaſt of the river, is from 10 to 7 fathoms, in a clear ſandy bottom; and ſhips may water here with great convenience. The ground is ſo clear, that it may be ſeen in 20 fathoms; and there are ſeveral ſpots within the reefs well adapted for hauling the ſeine. I ſhould, from its local advantages, pre-

fer

BOOK I. 1796. February.

fer this anchorage to any other in the Sandwich Iſlands.

6th. At day-light we got under way, with a light air from the land; by 10 A. M. we were in the paſſage between Morotoi and Mowee; and ½ paſt 10, we met the ſtrong trade-wind ſetting in from the Eaſt. At noon we had a freſh gale and clear weather, when the weſt point of Morotoi bore N. 74° 10′ ten or twelve miles.

7th. At 2 o'clock P. M. we paſſed the weſt point of Morotoi, and ſteered W. by N. for Wohahoo. At 5 P. M. we were abreaſt of the eaſt point of that iſland; and at ½ paſt 6 came to an anchor in Whytetee Bay. Tamaahmaah ſent off to know if he ſhould fire his great guns in honour of our arrival; but I adviſed him to ſave his powder. In the morning he paid us a viſit, attended by all his chiefs, dreſſed for the occaſion in cloaks and helmet caps. He himſelf wore European clothes, with a beautiful cloak compoſed of yellow feathers, which nearly covered him. He made me a preſent of one of his dreſſes, and liberally offered ſupplies of proviſion and water: neither would he trouble us to ſend our boats, but made uſe of his own canoes for the purpoſe. We received from him

twenty

twenty hogs, and ſome cocoa-nuts; but roots and vegetables we could not procure.

1796. February. 11th.

In the morning we got under way, and came to an anchor abreaſt of a ſmall harbour called Fair Haven, in 16 fathoms ſandy bottom. As my only motive for anchoring here was to make a ſketch of the harbour, we employed the boats in that ſervice for three days. It was diſcovered by a Mr. Brown, commander of the merchant ſhip Butterſworth, in 1794. On the 1ſt of January 1795, he laid at anchor in this harbour, with the merchant veſſels, named the Jackall and Prince Lee Boo, which were under his direction: the Butterſworth had been previouſly ſent home. Theſe veſſels were left in a defenceleſs ſtate, as the crews were on ſhore ſalting hogs, &c.; and Mr. Brown implicitly confided in the natives, becauſe he relied on their gratitude to him for his aſſiſting them in their wars. The natives were fully aware of the unprotected ſtate of the veſſels, and boarded them with numerous canoes. They killed the commanders, Brown and Gordon, wounded ſeveral, and took poſſeſſion of the ſhips. They then took them out of this harbour into Whytetee bay, where the remaining part of the crews that were on ſhore ſurpriſed the natives who had taken poſſeſſion of the veſſels, drove them overboard,

BOOK I. 1796. February.

overboard, and regained the ſhips, which then ſailed for China. Many reaſons have been given for this unhappy event; but the principals concerned in the deed having ſince loſt their lives, there is no aſcertaining the truth of it. The harbour, though of ſmall extent, is ſafe and convenient, with 5 fathoms ſandy bottom within the ſpits. It is formed by an opening through the reefs, with a clear channel, in a N. N. E. direction. The wind generally blows freſh out of the harbour, rendering it neceſſary to warp in, as there is not room for working. A fine ſtream of freſh water empties itſelf at the head. It bears S. 57° E. from Whytetee *bluff five or ſix miles.*

14th. Having completed taking in our water, we got under way, parting with our numerous viſitors who came to us from Whytetee the day after the taboo ceaſed. Indeed there was no inducement, as we could not procure refreſhments. The ſituation of the natives was miſerable, as they were nearly ſtarving; and, as an additional grievance, univerſally infected with the itch. No cultivation was to be ſeen on ſhore; and, conſequently, little proſpect of their future ſubſiſtence. The attention of Ta-maah-maah was entirely engroſſed by the veſſel which the Engliſh carpenters were conſtructing for him. She was juſt

planking in the harbour as we ſailed, and was about 40 tons burthen. In this veſſel and his boats it was his intention to proceed to Atooi, and to complete his conqueſts by the reduction of that iſland. In the valley above the harbour the deciſive battle was fought, that ſecured to Tamaahmaah the poſſeſſion of Wohahoo. Tianna was killed in the conteſt, with 300 of his party, who, though they came with Tamaahmaah, afterwards joined the people of Wohahoo in defence of their country. Trytooboony and Korokranee, his brother, were the principal chiefs of Wohahoo who had eſcaped to Atooi. This Trytooboony was the chief who, by the aſſiſtance of the unfortunate Mr. Brown's crew, had defeated Tayo, the ſupreme chief of Atooi and brother to the former chief of Wohahoo. Titeree, dead ſome time ſince, was chief of Mowee, and ſucceeded by his ſon Korokranee. I endeavoured but in vain to diſſuade Tamaahmaah from his expedition. His ſubjects will ſeverely lament his ambition, as it is impoſſible that they can ever return to the iſlands to the windward. It will be their fate to carry famine and diſeaſe to the territories they may conquer, where they muſt remain. European veſſels have furniſhed this chief with ſo large a ſupply of muſkets and ammunition, together with ſome 3 and 4 pounders for his boats, that he preſumes his force is equal to any

BOOK I. 1796. February.

attempt; particularly as he has ſixteen Europeans with him. His intention was, after the reduction of Atooi, to proceed to Bola Bola, one of the Society iſlands. An American veſſel had left with him three natives of Bola Bola, by whoſe ſuggeſtions, moſt probably, he had reſolved upon the enterpriſe. During our ſtay, excepting the taboo day, he reſided on board. His wants were very great; he requeſted his veſſel to be rigged, fitted for ſea, and made proper in every reſpect. I aſſiſted him as much as was in my power, but, am afraid, ineffectually. From the beſt information I could collect, it appeared that Tamaahmaah profeſſed a great friendſhip for the Engliſh, and ſeemed to ſpeak with abhorrence of the different murders which had been committed without his knowledge; and expreſſed his determination to prevent them in future, or puniſh their perpetrators. He mentioned alſo, that one of the men who had been acceſſary to the murders of Mr. Gooch and Lieutenant Hergeſt had been put to death by his people, and that another had eſcaped to Mowee. He alſo explained, that the men who were executed alongſide the Diſcovery had not committed thoſe murders, but were unfortunate beings whom the chief ſelected to ſatisfy Captain Vancouver. Tamahmoto, who had taken an American veſſel ſome time ſince, was always refuſed

refuſed admiſſion into our ſhip. This man openly avows he will take the firſt veſſel he can; though he has been cautioned to avoid thoſe of America, leſt he ſhould fall a victim to their vengeance. The other chiefs came frequently on board; and by themſelves, or deputies, bartered pearls and trinkets: many were purchaſed, but few of any quality. The attendants of Tamaahmaah did the ſame. The object of all ſeemed to be the acquirement of every thing that was uſeful; and the liberality of that chief and others, ſo handſomely recorded by Captain Vancouver, ſeems to be forgotten in their preſent eagerneſs for conqueſt and dominion.

The entrance of the harbour is ſituated in lat. 21° 18′ N.
Long. per watch, N° 1, - - - 202° 0′ 30″ E.
Variation of the compaſs, - - 9° 40′ 40″ E. mean 3 compaſſes.
Flows full and change at 3 h. riſe of tide 4½ feet.

At noon we obſerved in the latitude of 21° 16′ 45″ N. The mean of two meridian altitudes of the ſun in Whytetee bay made the lat. 21° 15′ 35″ N., and the long. per No. 1. 202° 3′ 30″ E. 15th.

I ſaluted Tamaahmaah with four guns, on his leaving us; and we made ſail to the weſtward with a

BOOK I. 1796. February.

fine breeze from the N. E. quarter. It was ſingular we had not diſcovered this harbour of Fair Haven, when we anchored here in 1792, in the Chatham with the Diſcovery, Captain Vancouver: we did not indeed ſearch for one, though I remember a break was noticed in the reef as we ſailed through Whytetee bay. At 6 P. M. the eaſt point of Wohahoo bore N. 9° E. three or four miles, and we ſteered N. W. by W. ½ W. for Atooi. After running 58 miles in that courſe, we ſaw the iſland bearing N. W. by W. to W. three or four leagues diſtance. We hauled our wind to the North till 7 A. M., when the extremes of land bore from N. 27° W. to S. 30° W. off ſhore three miles. After paſſing ſome high rocky land, we ſteered more to the weſtward. Juſt to the N. E. of this land there was a ſmall opening, ſeemingly favourable for anchorage, but the entrance was expoſed to the trade-wind. We had 13 fathoms, after rounding the eaſtern point, which ſhoals gradually to within ¼ of a mile of the ſhore. Soon after noon we came to an anchor in 29 fathoms, ſandy and muddy bottom. Unfortunately for us the iſland was in a ſtate of war. A chief from Wohahoo, named Taava, had taken up arms againſt Tamoerrie, the ſon of Tayo, and at preſent poſſeſſed the diſtrict about Wymoa. The Europeans of his party came to us; and by their aſſiſtance in employ-

ing the natives, we completed our watering, which we could not effect at Wohahoo. Taava ſent us a great abundance of vegetables, and forty hogs of various ſizes. He himſelf paid us a viſit, and I made him a ſuitable return for his attentions. We perceived ſeveral canoes under ſail, coming round the eaſt point of the Bay. Theſe, we underſtood, contained the oppoſite party, intending to pay us a viſit alſo. Taava inſtantly left us, with his attendants, on perceiving them. I ſent the firſt Lieutenant to meet Tamoerrie, who came on board in the pinnace; followed by his ſquadron: in one of its veſſels a ſwivel was mounted. This young chief preſented me with a ſmall feathered cloak, and remained on board all night: in conſequence, we had not any more viſitors from Wymoa. 1796. February.

We got under way with a moderate land wind, ſucceeded by a light ſea air, on which we plied to windward. As the wind A.M. came from the North, we ſteered to the iſland of Onehow. The young chief Tamoerrie, and his party now left us, ſeemingly gratified with their preſents and reception. He was very anxious to have ſome powder, but I reſiſted every application for that article during my ſtay among theſe iſlands. I endeavoured, but in vain, to reconcile 18th.

the

BOOK I. 1796. February.

the contending parties.—Lat. at anchor, mean of 2 merid. alt. 21° 56′ 18″ N. Long. No. 1. 200° 12′ 48″ E.

19th. We paſſed the S. E. point of Onehow in 35 fathoms; obſerved in the latitude of 21° 45′ 50″ N., when the S. E. point bore N. 77° 30′ E. two or three miles, the extremes to the N. 10° W. We ſteered along ſhore, and at length came to in Yam Bay at 2 P.M. in 29 fathoms, coarſe, ſandy bottom. Some canoes came off the next day bartering yams, potatoes, water-melons, and pumpkins: our boat alſo in the evening arrived laden with roots. The weather from the South occaſioned a great ſwell in the Bay, and prevented us from receiving the ſupplies we had been promiſed. However the boat went on ſhore with the European who had accompanied us from Atooi for the purpoſe of collecting yams. But nothing being ready, we got under way and ſtood out to ſea. The wind increaſed, and we had rain with ſtrong ſqualls that ſplit the main-topſail. After hoiſting in the boats and ſecuring the anchor, we ſtood in ſhore and bent another main-topſail. The European returned on board, ſaying every thing was ready; but the ſurf was ſo great that canoes could not reach us without riſque. I therefore gave up the

the idea of anchoring, as there was no probability of doing ſo while this wind continued, which ſeemed likely to be the caſe. The European now left us in his canoe with ſome recompenſe for his attentions: this man had been tranſported to Botany Bay, and came from thence in an American brig called the Mercury; he deſerted from her at this iſland, and is much courted by Taava, whoſe cauſe he has preferred to that of the young chief Tamoerrie.

The lat. at anchor in Yam bay was 21° 51′ 28″ N. mean of 2 ſextants.
Long. at do. per N° 1, - 199° 37′ 24″ E.
Variation of the compaſs, - 10° 54′ 29″ mean of Adam's and N° 3.

Walker's compaſs could not ſtand ſteady, on account of the ſhip's motion.

CHAP. III.

Departure for Nootka Sound.—Search for the Iſland of Donna Maria Lajara.—Maquina's Viſit at Nootka.—Intelligence of Captain Vancouver.—Stage raiſed on Shore by the Carpenters, for repairing the Ship.—Excurſion to Ship Cove.—At Anchor in Juan de Fuca's Inlet.—Sir Francis Drake's Station 1579.—Arrival at Monterey.—Plan adopted for the Voyage.

BOOK I. 1796. February. 22d. WE ſailed for Nootka Sound. The ſhip's crew was generally healthy, excepting thoſe who were infected with the venereal diſeaſe, contracted at the Sandwich Iſlands. The ſymptoms of this diſorder were not very violent.

25th. We altered our courſe to the Weſt, intending to ſearch for an iſland called Donna Maria Lajara, ſaid to be diſcovered by a Spaniſh ſhip, the Hercules, in 1781; and laid down in Arrowſmith's charts, from the authority of Mr. Dalrymple. The centre of it is ſituated in 28° 30′ N., and in long. 202°.30′ E.. By the chart it is of conſiderable extent, in a north and ſouth direction. The afternoon ſights for the watch made our

CHAP. III.

1796. February.

our long. at noon 204° 1′ 30″ E.; and we could ſee half a degree to the Eaſt. There was a large ſwell in that direction, but no indication that could induce us to ſuppoſe there was land in that quarter. Captain Cooke's track, on his return to the Sandwich Iſlands, was in 206° E.

26th.

We had now run and ſeen 5° of long. nearly from 200° Eaſt to near 205° E., in the parallel of 28° 30′ N.: the ſituation of this iſland muſt therefore be to the Eaſt or Weſt of the above longitude; moſt probably to the Eaſt of 206° E., as Captain Cook paſſed the parallel in the long. of 200° 15′ E., and many other navigators to the weſtward of that longitude. I therefore did not think it neceſſary to croſs their tracks, but altered our courſe to North with a fine breeze at E. S. E.

Variations. P. M. N° 3. 10° 39′ E. Adams 13° 1′ E.

27th.

We ſteered N. E. by N.; the wind at South. A large ſwell from the S. E. quarter obliged us to pump the ſhip every two hours. At midnight the wind ſhifted to the N. W., and moderated gradually, bringing on fine weather.

Variations. A. M. Azimuth N° 3. 12° 56′ Adams 14° 48′ E. Inſp. 13° 30′ E.

March 15th.

After a ſucceſſion of variable, and latterly of very damp weather from the 26th ult., we tried for ſound-

BOOK I. 1790. March.

ings with 100 fathoms of line; and at 8 A. M. ſaw the land about Nootka bearing N. N. E. When we obſerved in 49° 9′ 42″ N.; lat. account 49° 22′ N. long. ditto 233° 17′ E. Point breakers N. 8° 10′ four leagues, and the extremes of land from N. 28° W. to N. 58° E. Port San Raphael N. 35° E.

The wind fixing at N. N. E. we anchored in 34 fathoms. The whole country being covered with ſnow, had a moſt deſolate appearance. I ſent an officer into the cove for intelligence, who returned at noon, and reported there were no veſſels in it; and that the ſpot on which the Spaniſh ſettlement formerly ſtood was now occupied by an Indian village.

17th. The wind ſhifting to the Weſt we got under way, and anchored in the Sound at 50 fathoms. Macquinna, the chief of Nootka, paid us a viſit here: he and Clupanutch, another chief, brought me ſeveral letters, dated March 1795, which informed me that Captain Vancouver ſailed from Monterey the 1ſt December 1794, for England; and that the Spaniards had delivered up the port of Nootka, &c. to Lieutenant Pierce of the Marines, agreeably to the mode of reſtitution ſettled between the two Courts. A letter from the Spaniſh officer, Brigadier Alava, informed me of

their ſailing in March 1795, from hence. In the evening we had calm weather, affording us good ſhelter between an iſlot and the ſhore of Nootka, where the ſhip was made ſteady with hawſers, and laid in 7 fathoms water. On an examination of the harbour, we found the beach perfectly convenient for laying the ſhip on ſhore; we therefore ſhifted our birth, and warped into Mawinee harbour. At low water we had 3½ fathoms, and were protected from all winds. CHAP. III. 1796. March.

Our tents were fixed oppoſite the ſhip, and proviſions ſent there with a guard. In the courſe of the week our anchors, cables, and 14 guns, were alſo landed on a convenient ſtage, which the carpenters had made for that purpoſe. 22d.

We viſited the Sound to the eaſtward, while another party went to Nootka, where they met with the Lady Waſhington brig. She had been out 31 days from the Sandwich Iſlands, and ſhe arrived at this place with the intention of repairing her leaks. Her appearance gave us great pleaſure, as we could mutually aſſiſt each other. April 10th.

BOOK I. 1796. April 14th. Fine weather enabled us to prepare the ſhip for heaving down, as it was impoſſible to get at the leak which had troubled us ſo long by any other means.

16th. The Lady Waſhington came along-ſide; into her we put our ſpirits, hops, and periſhable ſtores, fitting our capſtern on board of her.

18th. The carpenters completed a wharf, ninety feet in length and twelve in height, from which was ſuſpended a ſtage forty feet in length, for the purpoſe of relading the ſhip.

20th. We had fine weather, which enabled us to clear the ſhip of the coals and ſhingle ballaſt.

We hove out the larboard ſide as low as the garboard ſtreak, found 14 feet of the falſe keel carried away, and plugged up a bolt-hole in the ſtreak, whence the leak was ſuppoſed to proceed. In the carpenter's opinion, no bolt had ever been drove through the planking to the floor timber, as the augur hole boring remained perfect; nor was there any appearance of decayed iron. The thinneſs of the copper which covered it had cracked

cracked round the hole, and by that means the water was admitted. It was alſo exactly in the ſame place the carpenters had ſuppoſed, on examining the limbers, and whence the coming in of the water was perceived. Indeed there was no other part of the bottom of the ſhip that appeared to be bad: the copper looked well, though in ſome parts much worn. Another bolt below the forechains, was decayed through the planking; and that part which remained indicated that it had been corroded by the copper. The ſhip was righted; and four pumps continually worked for three hours, beſides bailing with buckets, to free her from the water that had flowed in through her upper works, whilſt lying down on the careen. Her draught of water was 9 feet 3 inches forward, and 10 feet 3 inches abaft. When the ſhip was hove out, only 15 chaldrons of coal and one ton of bread were left in her. The ſtage was taken in from the wharf, the veſſel cleaned throughout, and the ſtore-rooms and magazines well dried. Windy and rainy weather for ſeveral days impeded our operations, though in time we received our iron, ballaſt, &c. Soon after we cleared the Lady Waſhington brig, and ſhe hauled from us.

We

BOOK I.

1796. May 1ſt.

We made an excurſion to Ship Cove where Captain Cook remained on his firſt entering the Sound during the month of April; we ſeemed to have experienced ſimilar or rather worſe weather at the ſame time of the year. We could diſcover no veſtiges to prove that any ſhip had ever been there ſince. During a ſucceſſion of uncertain weather for ſome time, at another of favourable days till the 21ſt inſt., we reladed our ſhip and compleated our watering: when we left Nootka where we had an opportunity of examining the ſtate of the ſhip, repairing the leak, and making her in every reſpect better fitted for the voyage.

The ſoil of Nootka is generally of a thin conſiſtence, chiefly compoſed of a ſtratum of coarſe gravel, and over that another of decayed vegetables. The country is covered with large trees, with a conſiderable quantity of bruſh-wood growing below, producing wild raſberries, &c. Of quadrupeds there are the ſea and land otters, grey foxes, bears, deer, and the lynx, together with raccoons, ſquirrels, &c.: the wild fowl abound in vaſt quantities. The corvus iriſtatus, which I believe is only found in North America, is alſo to be met with here. Whales are frequent-

frequently ſeen on the coaſt, and of common fiſh there are ſalmon, cod, flounders, &c. On fiſh the natives chiefly exiſt, and on vegetables. 1796. May.

21ſt. We obſerved in lat. 49° 19′ N., Point Breakers bore N. 33° E. three or four miles. The point of Nootka Cove, together with a wooded one to the N. W. of Point Breakers bore N. 28° W. five leagues. This eſtimation will place Point Breakers in lat. 49° 21′ 35″ N. mean of two ſextants. The aſtronomer made the lat. of the obſervatory 49° 39′ 39″.7 N. long. from 90 diſtances on each ſide of the moon 233° 25′ 11″ E.

23d. At anchor in the bay of Nunez Gaona; inlet of Juan de Fuca. The ſhip was ſurrounded with numerous canoes laden with halibut and cod, which abound on a bank that bears about W. by N. three or four leagues from Tatouche Iſland. By having leſs ſwell at that time, I rather ſuppoſe we had paſſed over the ſouthern part of it, as ſeveral canoes ſtill remained fiſhing to the North. We run in three miles, hoiſted the boat out, and hauled our wind to the ſouthward, but the flood-tide ſetting in very ſtrong, cauſed overfalls through the paſſage. The boat got 13 fathoms within

BOOK I.

1796. May.

within 50 feet of the rock, but further from it there was no bottom with 30 fathoms. This rock is in the ſame bearing with the centre of Tatouche Iſland and Cape Claſſet N. 56° W., and S. 36° E. about ½ a mile, and bears from the iſland of Nunez Gaona S. 80° E. about ſix miles or a little more. We paſſed within a mile of the Claſſet ſhore, and at 4 P.M. came to an anchor in the entrance of the bay at 12 fathoms. The weſtern extreme towards the Cape bore S. 80° W., and the north point of the iſland which forms the bay N. 76° E., off ſhore nearly a mile. It was in this bay that a Spaniſh ſhip remained 4 months, 1792. There is good anchorage in it, plenty of wood and water, with an extenſive beach for hauling the ſeine. Off the iſland are ſeveral reefs of rocks ſhowing themſelves by the weeds, with a good paſſage between them and the main carrying 5½ fathoms. The N. W. part of the iſland is in lat. 48° 22′ 43″ N., and long. 235° 15′ 45″ E.; var. per amp. 22° 34′ E. If Duncan's rock is kept well on the Claſſet ſhore, and the iſland open with it, there is a clean paſſage to the northward of it, where the bay may be entered with ſafety, and the anchorage choſen at pleaſure. It flows at full and change 1h. 30m., rife and fall of the tide about 10 feet. There is little or no tide in the bay, but

but without it runs ſtrong, and cauſes a ripling which breaks when it blows freſh againſt the ſtream.

1796. May 24th. In the morning we weighed with the ebb, and at noon Tatouche Iſland bore S. 30° E. two or three leagues.

25th. At ½ paſt 5 P.M. we ſtood towards the iſland, which at 6 P.M. bore S. 5° W.; at 8 P.M. it bore S. 7° 10′ off the north ſhore three or four miles. On approaching the iſland we had no ground with 100 fathoms. At 4 A.M. Tatouche Iſland bore S. 25° E. three leagues, we had 65 fathoms, and 56, 53, and 37 to 8 fathoms when Cape Claſſet bore S. 43° E.: N. extreme N. 58° W. At noon the weather was thick and calm: three or four miles from the ſhore.

26th. A light breeze from the S. W. quarter carried us to the S. E. nine miles, when the iſland of Nunez Gaona bore S. 85° E.; Cape Claſſet S. 65° W. and Tatouche Iſland S. 77° E. three miles: we had no ſoundings. When the Cape bore S. S. E. ½ E. the pinnacle rock without it appeared very remarkable. At 8 o'clock we tacked, and having run 4½ miles N. W. by N. we had 43 fathoms coarſe gravel and coarſe ſand, but as we ſhoaled our water the coarſe ground decreaſed.

BOOK I. 1796. May 27th. Our ſoundings were at 34 fathoms, and our diſtance from the north ſhore about five miles. At 8 P.M. the Cape bore S. 46° E., and the N. extreme towards Berkeley Sound N. 64° W. At 8 A.M. the Cape bore S. 56° E., and the N. extreme N. 65° W. At ½ paſt nine we were five or ſix miles from the ſhore, increaſing our ſoundings from 34 to 35, 48 and 42 fathoms: ſmall ſtones in the former, in the latter ſhells intermixed with ſtones. At noon the obſervation made the lat. 48° 32′ 10″; the meridional altitude being 62° 38′. Cape Claſſet bore S. 70° E. about four leagues: iſland of Nunez Gaona S. 82° 30′ E. Extreme of the land towards Berkeleys Sound N. 62° W.

28th. By keeping the iſland open with the Claſſet ſhore, there is a good mark for being on the bank; and ſoundings may be carried cloſe home to the north ſhore.

June 4th. We ſteer'd S. E. by E. and E. S. E.; half paſt 9, ſaw Punto de los Reyos in that direction. We paſſed within a mile of it, carrying regular ſoundings. At ¼ paſt 7 we came to an anchor in 15 fathoms, when the Punto de los Reyos was juſt ſhut in with the S. E. point of Sir Francis Drake's Bay, bearing S. 81° W.; River entrance, N. by W.; and the extreme, towards Port

Port Franciſco, bore S. 81° E., our diſtance from the point of bay being about a mile and a half. At noon, obſerved latitude was 37° 58′ 46″ N. With two boats we explored the ſhore, where I conceive the place is in which Sir Francis Drake anchored 1579. We explored it to a remarkable ſandy patch, bearing N. 60° E., from the ſhip four or five miles, and found no opening except the river. A bar broke entirely acroſs; we had no more than 9 feet in paſſing it, and it did not appear ſafe even to venture a boat there. Herds of deer were ſeen feeding on the hills and in the vallies; and a communication commenced between us and the natives, who were walking on the ſhore. The ſurf prevented our landing; but one of the ſailors ſwam to land, preſenting them with knives, trinkets, &c. with which they were highly gratified. They were ſtout well made men, darkly coloured, and perfectly naked. The women were in ſome degree clothed.

This bay affords good ſhelter, except from the eaſterly winds; but the ſea cannot be very great even with them, as they blow over the land about San Franciſco. There is anchorage here, when the ſouth point of the bay bears S. 50° E. off ſhore.

BOOK I.

1796. June 5th.

At 1 P. M. we got under way, and ſteered S. E. At 6 P. M. we were within two leagues of the land, to the ſouth of Port Franciſco; but we could not ſee the entrance, on account of the haze or the rocks which lie to leeward, called Farillones. At half paſt 7 P. M. the extremes of the land bore from N. 21° E. to S. 76° E., off ſhore about nine miles.

About 9 P. M. we had the misfortune to loſe Patrick Sherry, ſeaman: by accident he fell from the mizen-top upon the deck, and was killed inſtantly. This was the ſecond caſualty of the ſame kind that had happened to us ſince we left England. He was the only man who did not volunteer for the ſervice, as he was ſent on board the flag-ſhip at Plymouth by the civil power, whence he came to us.

At half paſt 1 A. M. it blew ſtrong, with a great ſwell of ſea; at half paſt 4 A. M. we wore and ſteered E. N. E. for the land; at 6, we ſaw it bearing N. 48° E. five or ſix leagues. At 9, being well in with the land about Punto Nuovo, we ſtood to the S. W. in hopes of an obſervation, as I did not think it right to run into the bay with the wind blowing hard at N. W.; and I could not diſtinguiſh Point Pinos. We obſerved

CHAP. III.

1796. June.

ſerved in latitude 36° 45′ 32″, alt. 75° 38′ 40″, and ſaw the point bearing S. 73° E. four or five leagues. We ſteered eaſt for the bay of Monterey; at 3 P. M. came to an anchor in 11 fathoms, and moored ſhip, after ſaluting the fort with 11 guns, which was returned with an equal number. Preſidio bore S. 13° E.; and the flag-ſtaff on the fort, S. 30° W. half a mile from ſhore.

We remained here a fortnight, and were moſt amply ſupplied with excellent freſh beef, mutton, vegetables, and milk. The crew was alſo ſerved with ſpruce beer. The Governor, Signor *Don Diego Borica*, a colonel of cavalry in the Spaniſh army, was abſent on our firſt arrival; but he returned two days after, when I requeſted of him to erect a tent for the aſtronomer, for ſettling the rates of the watches, which he refuſed to grant, ſaying, that his orders were to relieve our abſolute want of neceſſaries, but in no other inſtance were they allowed to aſſiſt us. We were prevented either from riding or walking into the country; nor did we receive the leaſt civility or attention from any officer in the ſettlement. There was no intercourſe between us ſcarcely: they did not viſit our ſhip, or we intrude on their ſociety. So unſocial was their conduct, that I thought myſelf juſtified in not ſaluting the

BOOK I. 1796. June.

the fort on our ſailing, though it was evident that they expected the compliment, from the preparations they made there. Excepting this fort, which is very incomplete, there being only eleven guns mounted en barbet twelve-pounders, I ſaw no difference in the place ſince I was here in 1793. They complained much of the dryneſs of the ſeaſon, which was very evident from the arid ſtate of the country. The water we procured was obliged to be rolled down near half a mile, which gave us much trouble. We bought ſome buſhels of Indian corn: they had no flour; and, excluſive of their cattle and ſheep, the other articles we purchaſed were very expenſive: vegetables alone, during our ſtay, coſt 40 dollars. The weather was continually foggy; the wind weſterly, but generally fell during the night.

Although in the midſt of ſummer the air was generally cool, and ſkies pleaſant both morning and evening, the ſun ſeldom appeared to enliven the ſcenes of beauty which the ſurrounding country preſented. I received one preſent of a bullock with vegetables, from the Fathers at the miſſion of St. Carmelo; but the rigid conduct of the Governor prevented them from ſending any more. They were the ſame hoſpitable prieſts whom I met with in 1792. Several

ſpecies

ſpecies of fruit, ſuch as peaches, nectarines, plums, apples, and grapes, abound here. The country is pleaſingly diverſified; though, except in the vallies where the gardens are cultivated, the ſoil is rather dry and ſandy. The inhabitants are ſtout and well made, ſtupid in look, and of a dark colour like thoſe of New Holland. They are excellent markſmen with the bow and arrow; and their baſket-work ſhews no ſmall ſhare of ingenuity. The watches ſhewed the longitude of Monterey as follows:

N° 1,—238° 49′ 6″		
2,—238° 30′ 36″		
56,—237° 26′ 16″	}	True long. is 238° 25′ E. by Capt. Vancouver.
248,—238° 25′ 27″		

N° 1, ſlow for mean time at Monterey, June 17th at noon, 16° 30′ 33″.78, and gaining from five days rate 6″.582 per day on mean time. N° 248, ſlow for mean time at Monterey, June 17th at noon, 1° 39′ 4″.73, and gaining from five days rate 14″.625 per day on mean time.

The other watches, N° 2 and 56, I delivered to the Governor, with ſome nautical inſtruments, &c. who was authoriſed to receive them by Don Juan de la Bodega y Quadra, my late much valued and la-

BOOK I. 1796. June.

mented friend. I moſt ſincerely regretted his loſs, and was much hurt to deliver to his executor what I hoped to have done to him in perſon.

It was now neceſſary I ſhould come to ſome determination reſpecting my future proceedings. My orders from the Admiralty were, that I ſhould ſurvey the ſouthern coaſt of the ſouth-weſt part of South America, upon the idea that Captain Vancouver, who had ſimilar orders, would not be able to fulfil them. But as I now had certain intelligence that he had left this port eighteen months before, and that both the ſhips, Diſcovery and Chatham, under his command, were in a good condition, I had not the ſmalleſt doubt of his ability to comply with his inſtructions; particularly as I had information of his ſailing from Val. Paraiſo, in lat. 33° S. for that purpoſe. As this was the caſe, my proceedings in future depended upon my own diſcretion; and I wiſhed to employ his Majeſty's ſloop, under my command, in ſuch a manner as might be deemed moſt eligible for the improvement of geography and navigation. I therefore demanded of the officers their ſentiments in writing, reſpecting the manner in which theſe diſcretionary powers allowed to me might moſt effectually be employed. The reſult of their

their opinions, I was happy to find, coincided with my own, which was to ſurvey the coaſt of Aſia, commencing at the iſland of Sakhalin, ſituated in 52° N. lat., in the ſouthern part of the ſea of Ochotz, and ending at the Nanking river in 30° N. lat. My intention was alſo to complete the ſurvey of the adjacent iſlands, viz. the Kuriles, and thoſe of Jeſo and Japan, left unfiniſhed in Captain Cook's laſt voyage. I thought ſuch a ſurvey would be very acceptable to geographers; for the limits of both the continents of Aſia and America would then be known as far as navigation was practicable, and a knowledge of the Northern Pacific Ocean would be completed. Another reaſon for my undertaking this voyage was, that as yet the aſtronomer had met with no opportunity of complying with his inſtructions from the board of longitude, in making obſervations and aſcertaining unknown places, our line of navigation having hitherto led us to follow the track of Captain Vancouver. In any other part of the Northern Pacific Ocean there appeared little to be done, except that of ſettling the poſition of a few iſlands, in themſelves of little conſequence; but a ſurvey of the coaſt of Aſia and the adjacent iſlands, promiſed to be of more ſervice to the ſcience of geography than

BOOK I.

1796. June.

that of any iſlands left unexplored in theſe ſeas. As this ſurvey could not probably be completed before the middle of the year 1798, I propoſed ſpending my time in that purſuit till Chriſtmas, then to go to Canton for ſtores and proviſions, and to continue the ſurvey early in the year.

CHAP. IV.

Paſſage from Monterey to Owyhee.—Arrival at Wohahoo.—At Wymoa Bay, Atooi.—At Onehow.—Inhuman Murder of two Marines by the Natives of the laſt Iſland.—Departure for Japan.—Viſited by ſome Inhabitants of Inſu.—Anchor in Volcano Bay.

CHAP. IV. 1796. July.

ON the 20th June we ſailed from Monterey bay in California, having left to the care of the commanding officer there, a pacquet of letters containing an account of our proceedings ſince we ſailed from Port Jackſon in October 1795. This pacquet was addreſſed to Evan Nepean, Eſq. Secretary to the Admiralty. In our route to the Sandwich Iſlands, we ſearched for the iſlands of Paxaros or Bird Iſland, and that of Donna Maria Lazara unſucceſsfully, and on the 6th of July after a favourable paſſage, anchored in Karakakooa bay.

My inducement for ſtopping here was to aſcertain the rate of the time-pieces, and to complete taking in our water till we departed for the coaſt of Japan.

BOOK I. 1796. July.

On our arrival the taboo had exiſted for four days, and continued to the 10th, when our tents were pitched in their old ſituation near the Morai. We commenced our different employments for the completion of our water, and the regulation of the time-pieces. The ſhip was ſoon ſurrounded by numerous viſitors, who were much rejoiced at our return; and it being Sunday, after divine ſervice was performed, our people had permiſſion to amuſe themſelves on ſhore. The following day we began filling water, which was brought in calabaſhes by the natives from the hills diſtant four or five miles, for which they were paid 100 nails per hogſhead: this mode of procuring water ſoon became too expenſive for our ſtock, and we were unable to complete it. Owing to the cloudineſs of the atmoſphere, the aſtronomer could ſeldom ſee the ſun, and as we were contented with the altitudes he had already made, we did not wiſh to be detained any longer, and therefore ſtruck the tents on the 22d. In the mean time the ſhip had been painted and fitted for ſea: we ſailed out of the bay the ſame evening. We experienced during our ſtay in the bay the ſame kind attentions as before, and were amply ſupplied with hogs and vegetables. In return we gave them ſheets of copper, iron hoops,

and

and nails. The ducks we left had bred, and the cattle left by Captain Vancouver had much increaſed in number. The garden ſeeds had failed through inattention; ſome roots of horſe-radiſh were in high vegetation, and the cabbages were reported to us as flouriſhing conſiderably in the interior, together with ſome other plants; but we did not extend our walks far enough to ſee them. Goats were in great plenty, and many of the ſheep had bred. The Engliſh ſeaman, John Young, who went with me to the iſland of Wohahoo, had returned, but Tamaahmaah and all the chiefs were ſtill to the leeward. Their abſence had much increaſed the power of a chief named Naametehaw (Tianna's brother), who was in a ſtate of revolt, and acquiring by degrees the whole iſland. He now poſſeſſed four out of its ſix diſtricts, and was approaching near to Karakakooa, where there was little chance of reſiſtance, as the people were averſe to fighting, having no chief in whom they confided to lead them on: indeed the only perſon of that rank was Mahooa, who had loſt his eye-ſight. He wiſhed much to go with us to Wohahow, that he might explain what had happened to Tamaahmaah, but the people, having no other chief, would not permit him.

BOOK I. 1796. July.

In the laſt ſkirmiſh with the rebels an European was killed, and their leader vowed vengeance againſt the four who ſtill remained on the ſide of Mahooa. It appeared extraordinary that Tamaahmaah ſhould neglect his own iſland, and leave it expoſed to any uſurper; but it was ſtill more ſingular, that while a chief of Atooi was taking poſſeſſion of Owyhee, he was preparing to invade the very iſland from whence this uſurper and his brother Tianna came. Such was the abſurd conduct of this chief; who was ruining himſelf and his friends by his ambition, yet, at the ſame time, afraid to ſend any of them to Owyhee, leſt they alſo ſhould ſide with the revolters. A conſtant jealouſy of each other's power ſeems to be univerſal amongſt the South-Sea Iſlands. No veſſel had been in the bay ſince we left it: every thing was plentiful. The people were generally affected with the itch, but triflingly ſo with venereal complaints.

It was on the morning of the 25th that we arrived at Wohahoo, and waited in Whytetee bay for Tamaahmaah to come on board. At noon he was with us, attended by ſeveral chiefs, in a large ſailing boat from the harbour of Fair Haven. This boat was built by the Europeans living in this iſland, and was intended for the attack of Atooi; but as that ſcheme

CHAP. IV.

1796. July.

for the preſent was given up, the chiefs determined to return to Owyhee. They had, however, endeavoured to reach Atooi, but the weather was too boiſterous for their canoes; and the revolt at Owyhee cauſed an alteration in their plans for the preſent. The iſland, in reſpect to proviſions, was worſe than ever, for all the hogs had been deſtroyed when the inhabitants left it to go to Atooi; and we could procure no vegetables, as they had periſhed through neglect of cultivation. This ſcarcity had cauſed the deſtruction of many of the unfortunate natives, who, through abſolute want, had been induced to ſteal whatever came in their way. For theſe thefts they were murdered by the chiefs in the moſt barbarous manner, and many were burnt alive. It was computed that Tamaahmaah had loſt ſix thouſand of his people by the conqueſt of this iſland, and ſubſequent calamities. As the veſſel built in the harbour by the Europeans was not quite complete, Tamaahmaah was very anxious I ſhould leave with him every neceſſary article for her equipment, even to guns and powder. I preſented him with ſeveral things much more uſeful; and we parted in the moſt friendly manner, with his permiſſion to make a ſettlement on any of the iſlands I pleaſed.

Wohahoo

BOOK I. 1796. July.

Wohahoo ſeems moſt favourable for a firſt eſtabliſhment, on account of the harbour; and in Whytetee bay, to the weſtward of Fair Haven, is another which is formed in a large baſon when the reefs are paſſed. Pearls of a good quality and ſize are collected in this baſon. The iſland of Owyhee has alſo two or three harbours, but they can only receive ſmall veſſels. The beſt of them is in the diſtrict of Ahudo, on the eaſt ſide of the iſland, of which the entrance is formed by a reef that, Captain Cook ſays, in ſome degree endangered his ſhip.

25th. In the afternoon we parted with our friends, making ſail for the iſland of Atooi, where I purpoſed to complete our water. On the following day we anchored in Wymoa bay, in 23 fathoms; the extremes bearing from S. 60° E. to N. 72° W., off ſhore 1½ mile.

26th. Early in the morning we commenced taking in our water; but the natives ſtrongly maintained it was private property, and that we ſhould not take any away unleſs we paid for it with powder. When their reſolution was reported to me, I ſent an armed force to protect the watering party, and to convince the natives that I was determined to take what they would not

not grant voluntarily. In conſequence of this meaſure no further objection was made: ſome of the inhabitants, who aſſiſted us in filling and rolling the caſks, were paid for their trouble; and our watering was completed in twenty-four hours.

This iſland, ſince we laſt touched here, had been entirely conquered by a chief, named Teavee, grandſon to Peroranee. The depoſed king, Timoree, lived with him, diveſted of all power. We ſaw nothing of them, as they were on the other ſide of the iſland, under ſome reſtrictions of the taboo: but we underſtood, orders had been ſent over to prevent the ſelling of any article, unleſs we paid for it either by muſquets or powder; of courſe we made no purchaſes. A ſhip from Briſtol, called the Ruby, had bought hogs at this price, and was the only veſſel that had touched here ſince our departure, except the Lady Waſhington brig. On the evening of the 27th, an European came on board, who ſaid, a perſon would come the next day from the Chief, with directions to ſupply us with proviſions, who had no objection when he knew it was our ſhip which had arrived. As I did not believe this man's account, I thought it uſeleſs to wait; but deſired him to follow us to Onehow with whatever proviſions he could procure.

BOOK I. 1796. July 28th. In the morning we got under way, and made ſail for the iſland of Onehow, where we anchored in the afternoon at Yam bay, in 15 fathoms ſandy bottom; the extremes bearing from N. 29° E. to S. 10° E., one mile and a half from the ſhore. As I intended to remain here but 48 hours, for the purpoſe of procuring

29th. yams, I ſent the boat on ſhore after breakfaſt, with a ſmall tent, and three armed marines to protect the articles they might procure, which I thought would be abundant, as we had purchaſed but few on board. In the evening I landed, and was ſorry to find ſo ſmall a collection: willing, therefore, to make it larger, I walked to ſome of the plantations, but was told there was a general ſcarcity over the iſland. On my return, I met with a party which had juſt come from Atooi, and with them Tupararo, the man who was directed to follow us, that he might ſupply us with proviſions. I enquired after Hughes, the European. Tupararo aſſured me he would join us in the morning, when we ſhould have plenty of yams and potatoes; begging me at that time to come on ſhore, and to bring with me, as a preſent to him, ſome red cloth. I told him, the boat would be on ſhore to bring off the tent, &c. when he might come on board to receive his preſents. The midſhipman went on board at ſunſet, and I walked along ſhore to the South, where the pinnace waited

waited for me about one mile diſtant. Only one of the natives accompanied me; and I walked unmoleſted, meeting ſeveral of the inhabitants, till I reached the boat, which was further off than I had imagined. As I had viſited this iſland twice before, and many of the officers had made ſhooting parties in the interior without any interruption, I had not the leaſt fear for my own ſafety; but the unhappy event which took place the next day will ſhew my fortunate eſcape. 1796. July.

In the forenoon I received ſome yams from an elderly man, who, it was ſaid, was father to Teavee: I alſo received ſome proviſions from Tupararo, who left the ſhip with a deſign, as he ſaid, of ſending me more. The cutter was ordered to bring whatever he might have to ſend; and the mate was commanded to go on ſhore with two marines properly armed, another man to barter, and the boat's crew with a midſhipman to remain off at a grapnel. They were ſtationed ſo as to aſſiſt in caſe of need, to be upon their guard, and, if any thing occurred, to make a ſignal. They had not been gone an hour when I was acquainted by the officer on deck, that moſt of the canoes were gone on ſhore. I therefore gave directions for the boat's ſignal to be made: it was then eleven o'clock; we ſaw them ſtrike the tent, and im- 30th.

BOOK I. 1796. July.

mediately after heard a firing from the boat. As no ſignal was made, I thought this firing was intended to recall thoſe who were abſent; but ſoon after, the ſignal was hoiſted for the pinnace, when I ſent an officer with marines to their aſſiſtance. On the return of one of the boats, I heard with much concern that the two marines were killed; and that the mate, with the botaniſt, who went to barter, had eſcaped with the greateſt difficulty. The pinnace remained on ſhore to protect the dead bodies from the natives, who ſeemed anxious to get them, though they were ſunk below the ſurf. As this unhappy tranſaction took place without the ſmalleſt provocation on our part, I conſulted with the officers on the meaſures neceſſary to be purſued. Their advice was, at all events to prevent the natives from getting the bodies, and for us to proceed to Atooi, where, by getting ſome of the chiefs in our power, we might oblige them to deliver up Tupararo, and the other principals in theſe horrid murders: we alſo thought it neceſſary to make ſome example on the ſpot. The boats were therefore manned, and directions given that the marines ſhould burn every houſe, canoe, and plantation, within a mile from the beach where the boats were, and ſhould return before ſunſet. As they went we heard ſome firing from the pinnace, which occaſioned the boats to land without

without reſiſtance. The natives took care to keep out of the reach of the ſhot; or if they were near, to drop down on ſeeing the flaſh, and then to run away. The houſes were ſoon in flames, and ſixteen canoes on the beach were burnt or deſtroyed. All this time the natives aſſembled in great numbers, armed with ſpears: two of them had the ill-fated marines' muſkets and accoutrements. As our people advanced they fled, and ſo prevented any perſonal atonement for their treachery. In the mean while, the bodies were found in about 9 feet water. At 3 P. M. Mr. Mudge returned, when the natives immediately ruſhed into the water, ſearching for the bodies, and found the grapnel our people had loſt in the attack.

Of all the murders that have been committed in theſe iſlands, this ſeems as unprovoked as any. The cauſe of it I cannot account for; but the manner of committing it was related to me in the following manner, by Mr. Cowley, the mate, and the botaniſt, Alexander Biſhop, who eſcaped. The mate, on ſeeing the ſignal, ordered the boat in, and ſtruck the tent. The marines unfixed their bayonets; and one of them gave his firelock to the botaniſt, while he put the tent in the bag. At this inſtant, while they ſuſpected no danger, the botaniſt was knocked down from behind; and Tupararo run away

BOOK I. 1796. July.

away with the muſket, which the botaniſt had dropped. The marines were ſerved in the ſame manner. After they recovered themſelves, there was not time to fire the remaining muſket, as the natives preſſed upon them with the greateſt eagerneſs on their retreat to the ſurf. The mate reached the boat in ſafety, and the botaniſt eſcaped by ſtabbing a man in the water who had ſeized him; but the ill-fated marines, incumbered by their accoutrements, were murdered in the water by the ſavages. On examining their bodies, one appeared to have received ſeveral ſtabs with his own bayonet; the other, who could not ſwim, had got a violent contuſion on his head, and ſeemed to have been drowned. They were taken up perfectly naked, excepting ſome few fragments of their trowſers.

During the time of the maſſacre the boat, by the midſhipman's account, was within fifty yards of the ſhore, and her crew were pulling in, whilſt a part of them were keeping up a conſtant fire with two muſkets; nevertheleſs they could not ſave theſe poor fellows from the fury of the natives, and only wounded one man out of twenty who followed them into the water. I am afraid they were in too great a confuſion, and the boat too far from the ſhore to give

give the aſſiſtance that was neceſſary on ſuch an unfortunate occaſion. Had the boat been placed as I directed, about one hundred yards from the tent placed on an eminence, it would have been a certain reſource; for had the natives ruſhed down the bank, they would have been expoſed to its fire. It is therefore moſt probable the boat was farther diſtant; for the mate, though he could ſwim very well, called to them that if they did not pull in more he ſhould be drowned, and when he reached the boat the grapnel rope was then cut having 25 fathoms out, and the wind was from the land. He found them in confuſion, and deſired the ſignal to be made to the ſhip, which the midſhipman had neglected doing. The natives fired ſome muſquets at the pinnace, whoſe balls went through her; but a ſhot or two from her ſwivel diſperſed the crowd, and all was quiet. It was extraordinary that the two women, Rahina and Timarroe (whom Captain Vancouver brought from the N.W. coaſt) ſhould have come with us from Atooi, when Tupararo was the huſband of the firſt, and whoſe child had been ſent on board that we might ſee him. They were much alarmed, and deſired to be ſent on ſhore; which requeſt we complied with, giving each a letter, begging they would entruſt them to the firſt veſſel that arrived there, but upon

no

BOOK I. 1796. July.

no account to let them be ſeen by the Europeans at Atooi.

31ſt. We were anxious to reach Atooi before the melancholy news could arrive there, but the wind being Eaſt was directly oppoſite to our courſe. This was unlucky, for we could not ſuppoſe thoſe at Atooi who were privy to the tranſaction, would truſt themſelves on board, it being our opinion that the ſcheme was concerted at that iſland, and Hughes the European had knowledge of it by his not coming with Tupararo. I was therefore obliged to give up the idea for the preſent, intending to take the chance of a favourable wind, ſhould it have happened in a few days, and in the meanwhile to ſettle the ſituation of Bird and Montague Iſlands. We therefore made ſail for that purpoſe, ſteering W. by S. The iſland of Orehoua is in lat. 22° 02′ N.; long. 199° 50′ E.

Auguſt 1ſt. At 6 P. M. we ſaw a ſmall iſland bearing S. 65° W. about twelve leagues. At 10 we hauled our wind, and remained plying under our topſails till day-light, when the iſland bore S. 62° W. ſeven or eight leagues. We made ſail in that direction, at noon we paſſed it within two miles, when it bore from

S. 23° E. to S. 41° E., and we had 25 fathoms ſandy bottom. It is not more than a mile in extent in any direction, riſing abruptly to a conſiderable elevation at each extreme, and low in the middle. It appeared inacceſſible to boats, and inhabited only by various ſea-birds, who made their neſts in its perpendicular cliffs. 1796. Auguſt.

This iſland was ſeen in 1789, and is well deſcribed and placed by Captain Douglas. The charts make two iſlands near this ſituation; we could only ſee one with a clear horizon. Bird Iſland we place in 23° 3′ 50″ N.; long. 197° 54′ E. by No. 1.

At 6 P.M. the iſland bore S. 32° E. nine or ten leagues: many birds in ſight. 2d.

As the wind kept invariably fixed to the eaſtward, I found there was no proſpect of again ſeeing Atooi, without too great a delay; I therefore gave up the idea, and made ſail to the Weſtward, meaning to keep in the parallel of 28° 30′ N.; a tract we had no reaſon to imagine had ever been croſſed before, and which might lead us to ſome new diſcoveries. As we had not found the iſland of Donna Maria Lagara to the Eaſt, I alſo thought it probable we might ſtill fall 5th.

BOOK I. 1796. Auguſt

in with it during our run. We ſaw no birds this day, or any indication of land.

8th. In the forenoon a turtle was ſeen, and many tropic birds continued the whole day about the ſhip.

At 20h. 45m. I made the long. mean of 3 ſets ⊙ weſt of ☽	190° 50′ 30″ E.
Mr. Chapman mean of 5 ſets	191° 3′ 36″ E.
Mr. Croſley mean of 4 do.	
N° 1. ſame time	190° 52′ 30″ E.

14th. As we had conſumed the freſh proviſions procured at Owyhee, our people were ſerved with ſalt meat, and a proportion of ſour-krout and portable ſoup boiled with peaſe. On opening the caſk we found our muſtard-ſeed entirely ſpoilt, the air having got into it.

17th. Several ſharks about the ſhip. We hoiſted a boat out to try if there was any current, but could find none.

22d. At 2 P. M. we ſteered more to the North, paſſing about 30 leagues to the N. of Captain Clerke's track in this ſituation. A bird like a plover, with flying fiſh and tropic birds, were ſeen in the forenoon.

Being

CHAP. IV.

Being in the parallel of latitude of an iſland called Rica de Plata, but to the Eaſt 2° of its ſuppoſed ſituation, we ſteered W. by S. to fall in with it. The weather was cooler than we had experienced for ſome time, though we had never found the heat oppreſſive, as the ſmoothneſs of the ſea enabled us to carry our ports up both day and night. We ought to have ſeen this iſland at noon had it been rightly placed in Captain Cook's chart, notwithſtanding we had been ſet 16′ to the South of our eſtimation by a current. 1796. Auguſt 25th.

As we had run 7° to the Weſt of the ſituation in which Rica de Plata is placed, without obſerving the leaſt indication of the vicinity of land, we altered, at 7 P. M., our courſe to the Weſt. A current ſeemed to have ſet us ſtrongly to the N. E. theſe 24 hours. 29th.

On an examination of the ſtore-rooms, we found ſeveral ſlops and ſome of our new ſails damaged. The conſtant heat had occaſioned a dampneſs in every part of the ſhip, and the humidity of the air increaſed it. After burning fires in the fore cockpit, we got rid of the foul air by the extractor. The thermometer generally in the cockpit ſtood at 85° and 87°. A current this day to the N. W. September 2d.

BOOK I. 1796. September 5th. We kept our wind to the weſtward, that we might make ſure of the north part of Japan.

6th. Paſſed ſeveral trees floating on the water, and ſpermaceti whales of a large ſize.

We kept our wind to the weſtward, in hopes of ſeeing the land, ſhould the haze have cleared away. The ſudden fall of the barometer foretold a change of weather. At 5 the breeze increaſed, and we took in three reefs in the topſails, getting the top-gallant yards down. At 6 the wind veered to South, with a hard gale, when we cloſe-reefed the topſails, and hauled up the mainſail to ſound. Before we could try for ſoundings, the foreſail and fore-topmaſt ſtayſail were ſplit; and the ſqualls increaſing in violence, we furled the mainſail, during which time the fore-topſail blew fairly away from the roping. The main-topſail ſhared the ſame fate, by a ſudden ſhifting of the wind from S. to N. W. This was our ſecond beſt ſail, and only bent the day before. The ſhip's careen was ſo great, and the wind blew ſo tremendouſly, that we were afraid of loſing our maſts; and having no ſail to ſet, we were left entirely to the mercy of the weather; in the hollow of the ſea. The waves went over us with ſuch force, that we could not ſtand their violence: luckily

1796. September.

we experienced no other misfortune than the total loſs of our ſails, which in our ſituation was much to be regretted. In no inſtance have I experienced ſo uncommon a gale, for the hour it laſted, though unattended with lightning, thunder, or rain. At 8 P. M. it gradually abated to a ſteady breeze from the N. W. quarter, and the night was fine. At day-light we deſcried the land of Japan, bearing from W. by N. to S. W., ſeven or eight leagues diſtant; and at noon we obſerved in 39° 55′ N., with the following bearings: Extremes from N. 69° W. to S. 46° W.; an inlet with an iſland in its entrance, ſuppoſed to be Nambu, S. 52° W., off ſhore five or ſix leagues. Our ſituation will be in the long. of 142° 50′ E., by Captain King's chart of this coaſt, which is nearly the mean of the watches. Our diſtance from the land prevented any further remarks; but we perceived by the obſervation, and the alteration of our ſituation, that a current ſet us ſtrongly to the South.

8th. We employed ourſelves in fitting up the rigging, and repairing our other defects occaſioned by the late hurricane. The extremes at 6 h. bore from N 40° W. to S. 40° W., five or ſix leagues off ſhore. We frequently tried for foundings with 120 fathoms of line, during the night, without ever reaching the bottom.

The

BOOK I. 1796. September.

The extremes at noon bore from N. 42° W. to S. 16° W.; the entrance to Port Nambu S. 35° W., three or four leagues. Inſtead of being to the N. N. W. thirty miles, as we expected by our account, we found ourſelves more to the S. W. than we were yeſterday; the current ſetting along the ſhore in that direction.

9th. At 4 h. the wind veering to the S. E. we made ſail to the northward. Port Nambu ſtill preſerved the ſame bearing, about ſeven or eight miles diſtant. It appeared extenſive and capacious; but the gloomineſs of the weather prevented our ſeeing any thing diſtinctly. The barometer alſo falling, made us apprehenſive of bad weather. At 6½ the extremes of Japan bore N. 50° W., ſix or eight leagues. The wind ſuddenly ſhifted, and ſoon increaſed to a freſh gale, with cool weather. At 17 h. 30 m., we could juſt diſcern the land of Japan bearing S. 30° W., ten or twelve leagues.

The ſituation of Cape Nambu, by Captain King's chart, is 39° 47′ N. lat., and 142° 30′ E. long., from whence I take a new departure. The watch, N° 1, makes it 58′ more to the Weſt. The current ſet us to the S. W. about 15 miles.

At

CHAP. IV.

1796. September 10th.

At 15 h. we ſaw land bearing North; and at day-light it bore from N. 5° W. to N. 40° W., about five leagues. The North point was low; but to the Southward, it was of conſiderable elevation. The ſhores were bold and rocky. The land at noon bore from N. 12° W. to N. 40° W, about ſix leagues. The current ſet us to the S. W. by the land, from which we gradually increaſed our diſtance. In the afternoon we had tried and found the current run to the South, at the rate of 3 miles per hour. The whole day we tried for ſoundings with 100 fathoms of line.

11th.

In the evening a light air from the weſtward carried us towards the land; at midnight it veered to N. N. E.; and at day-light we were near the S. E. point of the land. At 20 h. the extremes bore from N. 23° E. to N. 43° W.; a rocky point N. 30° E., two or three miles; and we had 22 fathoms, ſmall ſtones and ſand. After paſſing this point we ſteered N. 50° W., which was nearly the direction of this ſide of the land. The point was low and flat, and ſeveral rocks above water projected from it to ſeaward; two of them reſemble aſſes ears: they bear N. 15° E. and S. 15° W., from the N. E. ſide of the land. Within them, to the North, the coaſt forms a ſmall bay. From the point the low land continues two or three leagues

BOOK I. 1796. September.

leagues to a ſandy beach, when the country riſes gradually from the ſhore to a great height, in various ridges, clothed with wood, preſenting a pleaſing proſpect. Several houſes were ſcattered along the ſhore, and boats upon the beach. We alſo remarked ſeveral people fiſhing. At noon the Point bore S. 73° E., about three leagues: water at 30 fathoms.

12th. In the afternoon we were viſited by three fiſhing boats. The people in them were of a light copper colour, with dark hair, very thick and cut ſhort behind. All of them had long beards, and expreſſive good-natured countenances. They were of a middling ſtature, and clothed in gowns woven from the barks of trees, and edged at the cuffs and collars with blue linen. A piece of cloth was tied round their waiſts, ſimilar to the Maros at Owyhee. They wore ſilver earrings; and each of them had a knife in a ſheath hanging from their middles. They did not come on board the ſhip till they had previouſly ſaluted us in a ſolemn reſpectful manner, agreeable to the Oriental courteſy of ſalams. We preſented them with beads and trinkets, with which they ſeemed much pleaſed; but we could not underſtand each other. I ſhould imagine, from their behaviour, that they had never ſeen a ſhip before, as they ſeemed alarmed, and ſat down cloſe

to

1796. September.

to the gangway, where they entered without uttering a word. We enquired of them, if the iſland was called Matſinai, which they univerſally pointed to be to the Weſt; and, as we could gather from their pronunciation, called their own land *Inſu* *. Having remained with

* Inſu is the famous land of Jeſo, only known to Europeans before this and La Perouſe's voyage, by the journals of the Caſtricom and Breſkes. The following extract is quoted from Rheinhold Foſter's voyages to the North. "In 1643, the Dutch Eaſt Company gave orders for two ſhips to be ſent from India to the North, in order to explore the route from Japan northward, and even to go as far as to North America, and to ſeek for the paſſage there. In conſequence of theſe orders, the two ſhips ſet ſail together from the harbour of the iſland of Ternate: their names were the *Caſtricom*, commanded by Captain Martin Herizoom Van Vriez, and the *Breſkes*, under the command of Captain Hendrick Cornelius Shaep. On the 14th of May, the two ſhips were ſeparated by a ſtorm, at the diſtance of 56 leagues from Jeddo, the capital of Japan; and both ſaw the land of Jeſo. The Breſkes ſailed through the ſtraits of Sangaar, in 41° 50′ N. lat., and in long. 164° 18′ Eaſt of Teneriffe, *i. e.* 148° 0′ Eaſt of Greenwich. They ſaw land again in 43° 4′ latitude. In 44° 4′ lat. ſome boats came off from ſhore to the ſhip. In lat. 43° 45′ they deſcried land again, as alſo in the lat. of 44° 12′, and long. 167° 21′ E. In 45° 12′ N. and 169° 36′ E., the land appeared at a diſtance like a great number of iſlands; but on coming nearer, it appeared one continued tract of country. In lat. 46° 15′ and 172° 16′ E., as alſo in long. 172° 53′ E., they had ſight of ſome high mountains: they alſo ſaw ſtill more land in lat. 47° 8′ N. and 173° 53′ E. We ſee from this relation, as well as from that of the Caſtricom, that the land of Jeſo contains in fact a quantity

BOOK I. 1796. September.

with us an hour they took their leave, ſaluting us in the ſame ceremonious way as before, till they were at ſome diſtance. Their boats, like canoes, were hollowed out of a tree, with upper ſtreaks ſewed on round them, increaſing their width aloft, and ſpreading fore and aft, being

tity of iſlands, at preſent known to the Ruſſians under the name of the Kuriles. The Dutch imagined they had diſcerned in Jeſo a large extenſive country; and in the lateſt accounts we have from the Ruſſians, this deſcription is likewiſe given of the land of Matzmai, in which the Dutch mention there is a place named Acquis, which the Ruſſians call Atkis.

"The ſtraif between Matzmai and Japan is about 60 verſts, or 34 geographical miles broad, and has a very ſtrong current, as have almoſt all the ſtraits between the Kurile iſlands.

"This country ſeems to have got the name of Jeſo or Yeſo, from the hairineſs of its inhabitants. Eſo in Dutch has the ſame ſignification as Eſau."

On this extract the following obſervations may be made:

It does not ſeem to be the fact that the Breſkes ever paſſed the Straits of Sangaar, as ſhe was caſt away on the north part of Japan attempting it. Jeſo or Inſu, inſtead of being parcelled out into ſmall iſlands, is one connected land, divided from Japan by the Straits of Sangaar, and from the iſland Sagaleen to the North by the ſtraits of La Perouſe.

The Kuriles, inſtead of being comprehended under Jeſo, are diſtinct iſlands, extending from the N.E. part of Jeſo to Kamſhatſcha.

In Les Decouvertes faites par les Ruſſes by Muller, tom. i, page 362, is the journal of the Breſkes, publiſhed by Witzer. A ſtriking ſimilarity may be obſerved in the deſcription it gives of Jeſo, and in that of the preſent publication: it ſays— "Le

being of the ſame ſhape both ends. They were pulled in the ſame manner the paſſage boats at Plymouth are, one perſon making uſe of a pair of ſkullers. They did not make uſe of their oars together, but firſt with one hand, then with the other: this mode prevented their

CHAP. IV. 1796. September.

" Le vaiſſeau le *Breſkes* avoit été envoyé l'an 1645 avec la *Caſtricom* à la decouverte de la Tartarie. Près de la coté orientale du Japon ils furent ſeparés par la tempête, et le Breſkes decouvrit de ſon coté auſſi la terre de Jeſo. Ce fut au mois de Juin qu'il fit voile par le detroit qui ſepare la terre de Jeſo du Japon à 41° 50′ de latitude & à 164° 48′ long. La pointe qu'on decouvrit la première ſe faiſoit remarquer par 8 au 10 rochers ſemblables à des voiles, et delà s'étendoit une chaine d'écueils juſqu'à mille en mer. On vit là des petits batimens. Les rameurs avoient une rame à chaque main qu'ils tiroient tour à tour. Ils alloient extrememment vite. Ce peuple paroiſſoit avoir d'intelligence. Leurs barbes etoient longues, noires, & fortes. Ils avoient le teint brun & la tete raſé, à la reſerve d'une touſe de cheveux de deux doigts de large qui reſtoit ſur le devant de la tête. On remarque qu'ils joignoient les mains par deſſus la tete en ſigne de reconnoiſſance. Ils étoient vetus de peaux d'ours, et armés d'arcs et des fleches. De là le vaiſſeau angla aſſez avant à l'Eſt. Les matelots prirent beaucoup des cabeliaux. A la hauteur de 43° 4′ ils virent terre. A 44° 4′ ils furent abordés par des barques: ceux qui les montoient étoient d'une bonne taille, robuſtes, et montroient de l'intelligence. Les femmes qui les accompagnoient avoient le teint brun, les levres et les mains peintes en bleu, les cheveux coupés tout à l'entour de la tête, à trois doigts environ au deſſous de l'oreille. On les auroit pris pour les jeunes hommes. L'eau de vie étoit fort de leur gout à tous. Quelques-uns portoient auſſi des habits à la Japonnoiſe. D'autres avoient des croix

BOOK I. 1796. September.

their going in a ſtrait line, yet they went very faſt. During the night we plied to the weſtward. The S. E. Point at noon bore N. 65° E., and the other extreme N. 28° W., eight or ten leagues.

13th.

We ſtood within two miles of the ſhore, and tacked in 42 fathoms; the extremes bearing N. 61° W. to S. 62° E. Two large boats were riding at anchor; they had each one maſt, rigged a midſhip's, on which they made uſe of a ſquare ſail of cloth or canvaſs: they were ſimilar to a ſmall Chineſe junk in ſhape,

ſur le dos. Outre l'arc et la fleche ils avoient encore des ſabres faits comme ceux du Japon, dont la poignée étoit incruſtée d'or, la garde entourée d'un bord d'argent, et le fourreau ouvragé à ramage. Leurs baudriers étoient brodés en argent. Ils portoient aux oreilles des anneaux, et des pendans de verotterie de Nurembourg. Ils avoient avec eux des peaux de chiens de mer et de caſtors, et quelques étoffes des Indes. Leur bateaux étoient des troncs d'arbres creuſes, et ſans aîles. A 43° 45′ de latitude on vit encore terre, mais on n'y deſcendit point. Cette eſt ſituée 120° plus à l'Eſt que la pointe orientale du Japon, qui eſt à 38° 4′. Différence en latitude 9° 38′. Direction, Nord Eſt quart d'Eſt, & Sud Oueſt quart d'Oueſt."

Spanberg, the Ruſſian navigator, landed, he ſays, in a great iſland from 43° to 50° lat., ſpeaks of the uncommon hairineſs of the natives, and of their wearing rings of ſilver in their ears. In the inſtructions given to La Perouſe, he is deſired to conſult the various accounts for the land of Jeſo collected by Phillip Buache in his Conſiderations geographiques et phyſiques. Page 75.

but

1796. September.

but we were not near enough to obſerve them particularly. At day-light we ſaw more land, bearing from N. 15° W. to N. 50° W.; and a very conſpicuous head-land bore S. 70° W., apparently unconnected with each other. We had no ſoundings with all our line.

At ½ paſt 6 we tacked in 42 fathoms, within four or five miles of the land, which bore from N. 22° W. to N. 70° E., and from N. 35° W. to N. 75° W.; the land to the North apparently joined by the lowneſs of the ſhores. During the night we kept plying under eaſy ſail, having ſoundings from 48 to 56 fathoms. At day-light the land of Inſu bore from N. 7° W. to S. 78° E., and the weſtern ſhore N. 22° W. to N. 87° W., Bluff Point S. 38° W.: we were nearly in the centre of the bay, the ſhores being diſtant five leagues each way. From the rigging we could juſt diſcern the low land forming the head of the bay to the North. We ſteered to the Weſt; and at noon a point of land made like an iſland S. 80° W., Bluff Point S. 18° W., ſeven or eight leagues. Extreme of Inſu Eaſt, and a volcanic mountain S. 63° W. 14th.

At 6 P. M. we weathered the land, ſet at noon S. 8° W.; and at 9 P.M. we were well up with the volcano. 15th.

BOOK I. 1796. September.

In the morning we found ourſelves in a ſpacious bay, the volcanic mountain bearing S. 10° E., and the apparent iſle N. 64° E. five leagues; the extreme towards the Bluff Point S. 48° E. A great quantity of ſmoke iſſued from the north ſide of the mountain, from which we were diſtant three or four miles. To the weſtward were ſeveral houſes ſcattered along ſhore; and before noon ſeveral of the inhabitants paid us a viſit. They were the ſame kind of men we had before ſeen, beſides ſome who reſembled the Chineſe, excepting in their hair, which was long on the ſides, and tied up behind, much greaſed with oil, while the crown and forehead were ſhaved. They had all a pipe and tobacco box, and ſeemed much pleaſed with the internal part of the ſhip; but a breeze ſpringing up they ſoon left us, and we ſtood over to the north ſide of the bay, with a gentle wind from the ſea. At noon the apparent iſland bore N. 87° E.; and the extremes towards the Bluff Point S. 50° E., diſtant from the volcanic mountain about four leagues. Our watches this day differed ſo conſiderably, that we could place no dependence upon them. Having run N. E. 14 miles, we were abreaſt of a village: a junk was at anchor off it, in the entrance of a ſmall opening. A reef of rocks extended to the N. W.: we tacked in 10 fathoms to avoid them; and ſending a boat

boat ahead, bore up to the weſtward for a bay that promiſed good anchorage. At 4 h. we came to in 7 fathoms water, muddy bottom, about ¾ of a mile from the ſhore, and oppoſite an extenſive village. The outer part of the reef bore South, and the volcano 5° to the Weſt of it, about 10 leagues diſtant.

We had ſeveral viſitors from the village, and ſoon after a Japaneſe, who immediately ſent away our Inſu friends. We attempted to converſe with our new acquaintance, but to no purpoſe: before dark he left us.

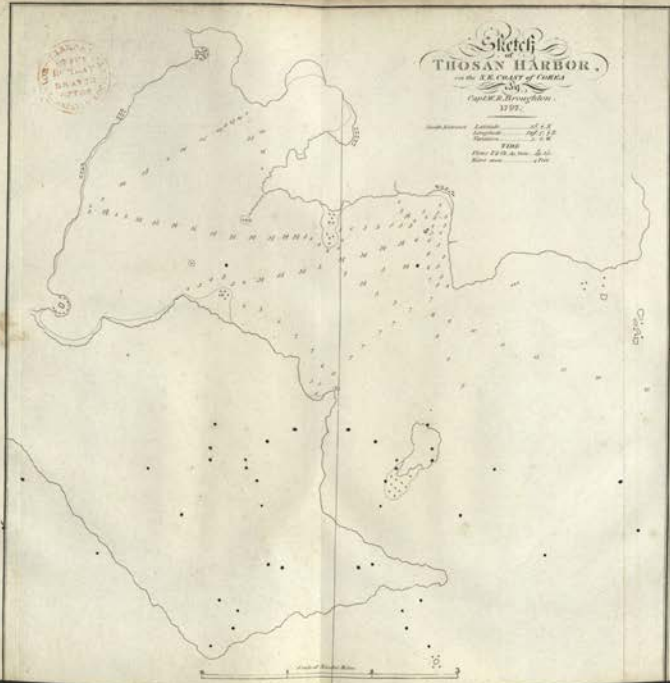
CHAP. V.

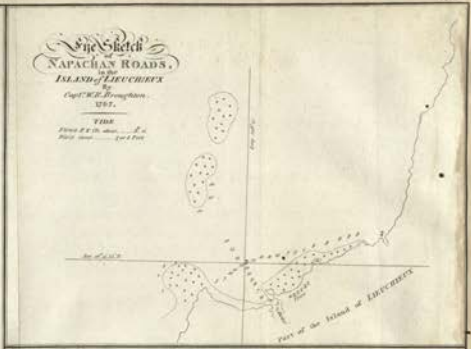
Remarks on the Country and Inhabitants round Volcano Bay.—Courteſy of the Japaneſe.—Deſcription of the Harbour of Endermo.—Obſervations on the Natives—their Dreſs—Ornaments—Habitations—Food—Boats—Articles of Commerce—Agriculture.—Remarks on the Soil—Trees—Plants—Birds—Fiſh—Quadrupeds.—Aſtronomical Obſervations.—Range along the Coaſt of Inſu.—Spanberg's Iſland.

BOOK I. 1796. September 16th.

At ſunriſe the boats were ſent in ſearch of water, which was found oppoſite our ſituation; and the Japaneſe who attended, ſignified it was very good. Several of the natives accompanied us; but the jealouſy of this man would not let them approach within a certain diſtance. They ſpread mats on the beach, while we were filling water; and entered into converſation with us, ſmoking ſmall pipes of tobacco at the ſame time. Their inquiries ſeemed to allude to our departure, and to ſhew their anxiety for our going away. On our proceeding towards the village they ſtrongly objected; and to avoid any difference, we gave up the point.

We


Sketch of THOSAN HARBOR, on the S.E. COAST of COREA
by Capt. W.R. Broughton.
1797.
TIDE


Eye Sketch of NAPACHAN ROADS, in the ISLAND of LIEUCHIEUX
by Capt. W.R. Broughton.
1797.
TIDE
Part of the Island of LIEUCHIEUX

Plan of ENDERMO HARBOR in the ISLAND of MATSMAY
by Capt. W.R. Broughton.
1797.
TIDE
VOLCANO BAY

The Sketch of NAPACHAN ROADS, in the ISLAND of LIEUCHIEUX

By Capt.n W.R. Broughton.
1797.

TIDE
Flows F. & Ch. about ..... 8h. 0.
Rises about ..... 7 or 8 Feet

Part of the Island of LIEUCHIEUX

Plan of ENDERMO HARBOR in the ISLAND of MATSMAY

by Capt.n W.R. Broughton.
1797.

Latitude ..... 42d. 19. 30. N.
Long.e ..... 141. 7. 0. E.
Variation

TIDE
Flows F. & Cha. ..... 3h. 30.
Rises ..... 6 Feet

VOLCANO BAY

Dry at Low Water Spring Tides

3 miles or 3 League.

CHAP. V.

1796. September.

We rowed along the beach to the weſtward about two miles; the country gradually roſe in ſloping hills, covered with verdure and interſperſed with wood. We came to a fine ſtream of water near ſome houſes; on our landing, the natives with great humility brought us mats to ſit upon, and fortunately there was no Japaneſe preſent to interrupt their civility. This part of the coaſt being more convenient for taking in water and wood, I determined to move the ſhip towards it; and after obſerving the ſun's meridional altitude, we returned on board. During my abſence ſeveral Japaneſe had arrived at the village with horſes carrying merchandize; in the afternoon they came on board, with ſome degree of ceremony, to pay us a viſit. They were clothed in dark-coloured cottons, with ſilk ſaſhes round their waiſts; and each of them wore two ſabres richly ornamented with gold and ſilver, whoſe ſcabbards were highly japanned: their ſandals were of ſtraw and wood matted. They alſo carried their pipes and fans with them. They were very particular in enquiring what nation we belonged to, and what our intentions were in coming among them; and as they ſeemed to comprehend our anſwers they immediately noted them, having like the Chineſe, Indian ink for that purpoſe. After ſmoaking out their pipes,

BOOK I. 1796. September.

and taking ſome refreſhment they returned on ſhore. In the evening a junk anchored near us: ſhe was laden with ſea weed (fucus ſaccharinus), and ſailed the ſame night.

17th. This morning we hauled the ſeine with indifferent ſucceſs, and were alſo employed in wooding and watering. I viſited the opening we had perceived coming in, which proved to be a ſmall harbour having within it 3 fathoms, and the entrance to it was between ſome rocks above water. It is a very convenient port for ſmall veſſels, and ſurrounded with houſes; one of a larger kind was inhabited by ſome Japaneſe, with a garden producing French beans and turnip raddiſhes. On our return we landed at the large village, and met our Japaneſe acquaintance, who appeared very uneaſy in ſeeing us ſo near their habitations, and ſtrongly preſſed us to return to the ſhip: we however walked to the watering place, where we embarked to their great ſatisfaction.

18th. In the morning we moored the ſhip nearer the watering place, and for the firſt time ſaw ſome women. They were fiſhing with the men and aſſiſting them in rowing. Their hair was cut very ſhort, cloſe round

Neele sc. 352 Strand.

A Man & Woman of Volcano Bay.

round their heads; their lips were punctured with a blue colour, and their clothing ſeemed in every reſpect ſimilar to the men's. 1796. September.

Through the whole day we were employed in wooding and watering. 19th.

In the morning we proceeded to examine the north-weſt ſide of the bay. After rowing three miles we came to a ſmall village ſituated at the mouth of a rivulet; this for ſome diſtance we traced along the beach. It appeared to flow from the North, and we imagined its ſource to be at a conſiderable diſtance, from the depth of the water and the rapidity of the ſtream. The country through which it meandered preſented a very beautiful autumnal proſpect; the hills were clothed with verdure, which was varied with clumps of trees diſpoſed in the manner of an Engliſh park, and appearing as if arranged by the hand of art. The inhabitants of this ſmall village received us with great civility, but in no part did we ſee any cultivation. 20th.

We returned on board in the afternoon againſt a ſtrong wind from the S. E. quarter; occaſioning a large ſwell, and increaſing in the night.

BOOK I. 1796. September 21ſt. The ſame wind and weather continued, and the ſurf on the beach was ſo high we could not get off either wood or water.

22d. The ſurf on the beach remained ſo high, that our parties could not land till Saturday; when the winds both from ſea and land became moderate, and enabled us to complete our taking in wood and water. The natives conſtantly attended our people on ſhore, bartering grapes for buttons; and ſometimes we were able to perſuade the fiſhermen as they paſſed by the ſhip, to ſell us ſome fiſh; but this we could but ſeldom obtain.

25th. The maſter was ſent to examine the ſhore between the ſhip and the apparent iſland. In the morning we were viſited by a new party of Japaneſe, ſuperior to the others in dreſs, and equally ſo in behaviour. We derived not only pleaſure, but information alſo, from their ſociety. They ſhewed us a chart of the world, which appeared to have been conſtructed in Ruſſia; and having a book with them in which were drawn the arms of different countries, they immediately pointed out thoſe of Great Britain, to which country they ſuppoſed us to belong. They had alſo a Ruſſian alphabet, and by what I could underſtand,

underſtand, one of them had been at Peterſburg. We had on board a ſeaman of that country, who converſed with them in his native language. They permitted me to copy a large chart of the iſlands to the North of Japan, and promiſed me to bring one of their own doing the next day. After mutual civilities they went on ſhore. The maſter returned in the evening, having found a very good harbour in the N. E. corner of the bay, formed by the apparent iſland, which he diſcovered to be a peninſula.

26th. Fine weather enabled us to get every thing from the ſhore, and we prepared for going to ſea. Our Japaneſe friends joined our party at dinner, and preſented me with a chart of their own doing; in return I gave them Captain Cook's general chart of the world, which gratified them extremely. They were curious in making remarks on whatever they ſaw; and what they could not comprehend, they immediately repreſented in India ink drawings. They ſeemed highly pleaſed to hear that we intended to depart ſhortly.

27th. The aſtronomer on this day completed his obſervations for the regulation of the time-pieces, and

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BOOK I. 1796. September.

and in every reſpect the ſhip was ready for ſea.

28th. At day-light we got under way, and with the ſea-wind plied to the ſouth-eaſtward. Latitude at noon was 42° 18′ 20″ N.; the extreme, forming the ſouth entrance of the harbour, bore N. 89° E. four leagues; and the ſouthern volcano S. 2° W.; northern volcano N. 50° E. Before dark we came to anchor in 11 fathoms, muddy bottom, about two miles off the entrance of the harbour. The ſea being open from S. 22° E. to S. 27° E.; the ſouthern volcano S. 25° W.; a ſmall iſland on with a village S. 37° E.; the head of the harbour E. S. E., one mile off the north ſhore. Throughout the night it blew ſtrong from the S. E. quarter.

29th. I examined the harbour: it affords good ſhelter from all winds, bringing the bluff on the extreme part of the iſthmus (which forms the ſtarboard point coming in) to bear N. W. In this ſituation we found four or five fathoms; and the larboard entry point on the north ſhore was on with the bluff. In running for the harbour, the iſland muſt be kept open with the ſtarboard entry point till within ½ a mile of a ſmall

islet (which is only so at half tide), and then you must steer in to the S. W. where your water will be shoaled, and any birth taken you may prefer. The soundings gradually decrease from 10 to 2 fathoms, soft bottom. A few houses are scattered on the south side of the harbour; and towards the head the shores are low and flat, so much so as to prevent boats landing within one hundred yards. In all other parts wood and water are procured with the utmost convenience. 1796. September.

This morning Hans Oldson, seaman, died. He was a Dane by birth; and his death unhappily occasioned by a tree falling upon him. After lingering in torments for some days, a mortification took place; and we had the misfortune of losing a very willing and well-behaved man. He was buried in the small island, to which, in consequence of the event, I gave his name. 30th.

The harbour is called Endermo by the natives. It is situated on the N. E. corner of the bay, formed by the apparent island which is an extensive peninsula of a circular figure.

Latitude of the entrance,	42° 19′ 29″ N.	
Longitude, - -	141° 7′ 36″ E.	

High

BOOK I. 1796. September.

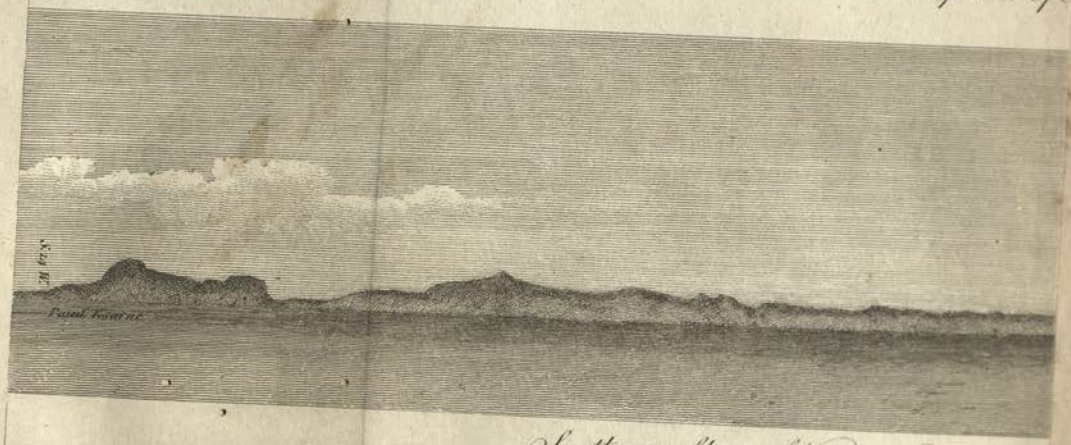
High water, full and change of the moon, 5 h. 30′ apparent time; rife and fall 6 feet.

The entrance into this extenfive bay is formed by the land, making the harbour, which the natives call Endermo, and the fouth point of entrance, which they named Efarmi. They bear from each other N. 17° W. and S. 17° E. eleven leagues. There are no lefs than three volcanoes in the bay, which induced me to call it by that name. There are 50 fathoms of water in the centre, and the foundings gradually decreafe on the approach to either fhore: but the fketch to which I refer will beft explain, though it has no pretenfions to any great accuracy.

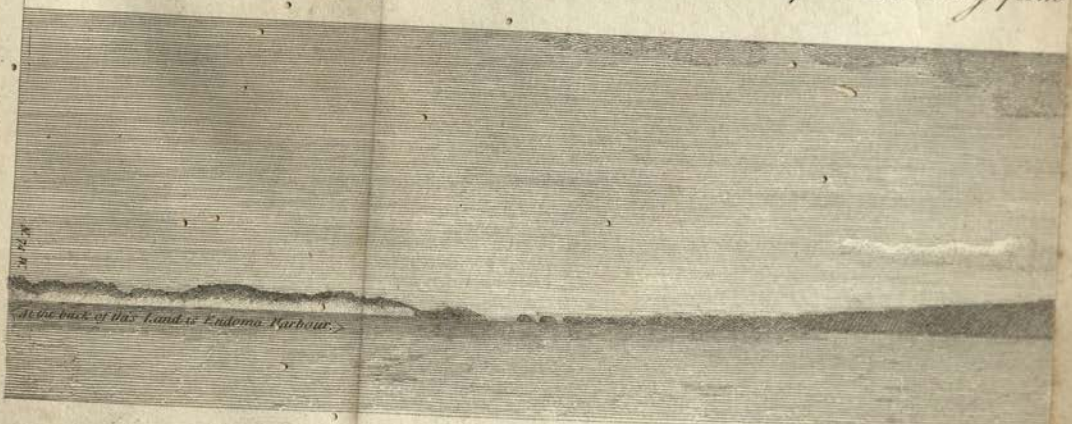
During our ftay, at the period of the equinoxes, we experienced generally very fine weather, with gentle land and fea winds from the N. W. and S. E., and no fwell to prevent a fhip riding in fafety even in the bay; and the harbour of Endermo is perfectly fheltered from all bad weather.

I have feen few lands that bear a finer afpect than the northern fide of Volcano bay. It prefents an agreeable diverfity of rifing grounds, and a moft pleafing

N.E. point of



Southern Shore of Volcano-Bay from



Sand forming Endomo Harbo

N.E. point of Nipon — 7 P.M. August 10. 1797.

Southern Shore of Volcano Bay from Point Esarne to the Large Volcano 9 August 11th A.M.

Land forming Endomo Harbour, and to the Eastward of it 9 August 11 A.M.

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ing variety of deciduous trees ſhedding at this time their ſummer foliage.

The natives ſeemed to anſwer to the deſcription given by Spanberg, the Ruſſian navigator, who viſited an iſland in 43° 50′ N. The men in general were of a ſhort ſtature, their legs inclining to bend outwards, and their arms rather ſhort in proportion to their bodies. Their beards were thick and large, covering the greateſt part of the face, and inclining to curl. The hair of the head was very buſhy, which they cut ſhort before on the forehead, and below the ears: behind it was cut ſtrait. Their bodies were almoſt univerſally covered with long black hair; and even in ſome young children we obſerved the ſame appearance. The women have their hair cut ſhort round their heads, but much longer than the men: the back of their hands and forehead were tatooed, as well as round the mouth. They had ſtrings of glaſs beads round their necks, and other ornaments. The dreſs of the men conſiſts of a looſe gown, made of the inner bark of the lime tree; it reaches down to their knees, and is faſtened round the middle by a belt, in which they carry a tobacco-box, pipe, and knife. Some of them had ſilver rings in their ears, with beads

BOOK I. 1796. September.

hanging from them. Their dreſs is only worn in cold weather, which they ſlip off and on as may be moſt convenient: in the hot ſeaſon they only wear a piece of linen round their waiſts. The female dreſs differs little from that of the men, except that their gowns reach to the middle of their legs: ſome of them were formed of ſeal or deer ſkins, adorned with pieces of blue cloth. The features of the women were pleaſing, though much disfigured by the mode of cutting their hair. Their behaviour was modeſt, reſerved, and becoming their ſex. The children went entirely naked. The men ſaluted us in the moſt humble manner, ſitting down croſs-legged, ſtroaking their beards after ſtretching forth their hands, and bowing nearly to the ground.

Their houſes were built of wood, and the walls formed of reeds, as well as the thatch. In the centre was the fire-place, and ſmall openings at each end of the roof to carry off the ſmoke. Over the fire-place copper ſauce-pans for cooking were ſuſpended, and a ſlight ſcaffolding for drying fiſh and grain. A platform was raiſed above the ground, covered with ſkins and mats, on which they ſlept. Their dwellings were generally of an oblong form.

Their

Their food conſiſts chiefly of dried fiſh, boiled with ſea-weed, and mixed with a little oil made from the liver of the ſun-fiſh. They alſo feed upon ſeveral kinds of fruits and vegetables, ſuch as grapes, winter berries, the fruit of the bramble, and others, with millet ſeed, &c. At the villages they kept young bears and eagles in cages, probably for food, as we could not prevail upon them to part with any. Indeed their poverty ſeemed to allow little in the way of barter; for even fiſh we could ſeldom procure, though it was their conſtant employment to catch them. Wild grapes were plentiful, and a ſpecies of garlic or chives. Their boats were built chiefly of fir, with upper ſtreaks, increaſing their width aloft, and continuing fore and aft, making them ſharp at each end. They were ſewed together with twiſted willows, and the ſeams filled up with moſs. In pulling they made uſe of ſkullers; but inſtead of pulling them together, they moved one after the other, which prevented them from going in a ſtrait line. Their nets were made of the twiſted bark of the lime tree, dyed with oak bark. Their hooks, harpoons, &c. were procured from the Japaneſe. The repairing of their boats ſeems their chief employment, added to their collecting and drying the ſea-weed, of which a large quantity is exported

BOOK I. 1796. September.

to Japan, as a valuable article of food. Birch bark is alſo an article of commerce.

The women are employed in weaving cloth for garments, and other neceſſary domeſtic work. The ſmoking tobacco is a favourite amuſement with both ſexes.

Theſe people of Inſu were tributary, and in great ſubjection to the Japaneſe, who prevented them as much as they could from having any intercourſe with us; for whenever they appeared, the Japaneſe drove them away. They appeared a moſt harmleſs inoffenſive race of men; and we regretted much the jealouſy of the Japaneſe, which entirely prevented us from acquiring the information we wiſhed concerning their cuſtoms and manners. They ſpeak in a ſlow timid manner; and their language contains many Japaneſe words. There were ſome trifling plantations of Indian corn and millet, but few other ſigns of cultivation. This we the more wondered at, as their diet ſeemed very ſcanty and precarious; and the ground produced abundance of vegetables, as we obſerved in the gardens belonging to the Japaneſe.

We

We ſaw no other animals but horſes, dogs, deer, bears, foxes, and rabbits; but from the dreſs of the natives, it would appear that the iſland is not deficient in various kinds of peltry.

The ſoil is good, and the produce luxuriant. The woods produce elm, oak, aſh, maypole, birch, beach, lime, yew, ſilver fir, pines, poplars, hornbeam, and the ſaſſafras tree, with a great variety of ſhrubs. There are few plants that grow ſpontaneouſly in England which are not to be found here.

Birds were few in number, ſuch as eagles, crows, a yellow bird of the linnet kind, doves, wild geeſe, ducks, ſhags, herons, ſand-pipers, ſea-gulls, &c. The fiſh were more numerous, ſuch as whales, turtle, porpoiſes, cod, ſword fiſh, ſun and ſtar fiſh, and many ſpecies of cruſtaceous fiſh.

The aſtronomer made the following obſervations on ſhore, oppoſite the anchorage, for the longitude, &c. &c.

Mean of obſerved latitudes, - -	42° 33′ 11″ N.
Longitude deduced from many obſervations,	140° 50′ 32″ E.
Variation on ſhore by 3 compaſſes, -	0° 16′ 30″ W.
Ditto on board by all the compaſſes -	1° 27′ 20″ E.

High

BOOK I. 1796. September.

High water at the full and change of the moon at 4 h. 30′ apparent time; riſe and fall between four and five feet. We experienced no tide at anchor.

October 1ſt.

Freſh breezes and ſqually weather. In the afternoon, the wind being ſteady and blowing ſtrong, we got under way, carrying two reefs in the topſails, and made ſail for Point Eſarme. At 5 h. 7′ the ſouth point of Endomo harbour bore Eaſt three miles, and at 6 h. 30′ it bore N. N. W., the volcano S. 78° W. It was now dark, which prevented any remarks towards Point Eſarme: we therefore, at 8 h., altered our courſe, ſteering for Inſu, purpoſing to explore it to the northward. At 18 h. we ſaw the land bearing from N. to N. 75° E. ſix or ſeven leagues.

2d.

Strong breezes and cloudy weather. At 2 h. 30′ we rounded the rocks off the point, and ſhaped our courſe in the direction of the ſhore, at two or three miles diſtant. At 6 h. the S. E. point of Inſu bore S. 25° W. five or ſix leagues; and the extreme to the North, N. 25° E. to 30° E.; and we had 20 fathoms. The night was moderate, and we kept plying under eaſy ſail, having regular ſoundings from 20 to 46 fathoms. We were much in the ſame ſituation at day-light: to the South, the land was high and rocky;

and

and to the north-weſt, it became low and cliffy. At a conſiderable diſtance over the low land, we ſaw very mountainous land entirely covered with ſnow. In general, the coaſt was very indifferently wooded.

Extremes from S. 37° W. to N. 30° E., three leagues off ſhore.

The breeze came in from the ſea, and we ſteered along the ſhore, which continued low and level. To the N. W. appeared the entrance of a river, or a deep bay, cloſed by low land; but I rather think the former. At ſunſet we had very little wind, and the extremes bore from N. 62° E. to S. 36° W.; an opening, N. 30° E.; and we were off ſhore three or four leagues. 2d.

At 7 h. we were taken aback with the wind from the land.

At day-light the extremes bore from N. 40° E. to N. 62° W. ſeven or eight leagues.

At noon the extremes N. 70° E. to S. 76° W.; ſtarboard point of an opening in the land N. 21° W., off ſhore four or five leagues; Peaked Hill N. 9° W.

At

BOOK I. 1796. October 4th.

At 2 P. M. the opening bore off us N. N. W., on with the peaked hill; it appeared to be closed by low land. From it the coast tended to the eastward, very flat and steep clayish cliffs. At 7 h. we were abreast of an opening promising good shelter: an island lay in the centre, with an hummock on its east extreme. A smaller isle was to the West of it, on which the sea broke. At sunset the north extreme bore N. 50° E.; island, N. 35° E.; and the south extreme, N. 80° W. At 8 h. we hauled our wind for the night, and in the morning steered N. E. At day-light the island bore N. 84° W., five leagues; and the extreme, N. 30° E. Some low flat islands appeared between us and the shore; but we could not positively ascertain them, for the hazy weather over the land. The coast presented a bare prospect, with a few scattered trees, &c. of very little elevation.

At noon the extremes bore from N. 40° E. to S. 74° W., three leagues off shore. Light breezes and fair weather.

We steered in the direction of the land, about two leagues distant. At sunset we had passed two islands near the main, bearing from W. to N. 41° W.; and the extremes from N. 55° E. to S. 64° W., five or six

miles. At 7 h. we hauled off under eaſy ſail, having 25 fathoms ſandy bottom. At 18 h. the extremes made like iſlands, bearing from N. 11° E. to N. 34° W. By 20 h. we were well up with them. To the Weſt, we ſaw the continuation of the flat land which we ſuppoſed the main. The iſlands preſented a barren ſurface, with rocks above and under water, projecting from their extremes to a conſiderable diſtance, covered with oceanic birds. We alſo ſaw a good many whales.

At 21 h. we ſaw high land to the north-eaſtward; and at noon we were nearly abreaſt of ſome rocks detached from the flat land, but ſeemingly connected by a reef: they bore North to N. 34° W. three or four miles, and we had 45 fathoms. To the North we ſaw high land; and an iſland bore from N. 15° E. to N. 40° E.

At 3 h. we were abreaſt of the extreme ſet, N. 15° E. as an iſland; and we loſt the continuation of coaſt, which tended to the N. W. At 5 h. the wind ſhifted to the N. E. quarter, with gloomy weather. The iſland, at 6 h., bore from N. 25° E. to N. 60° W. four or five miles; and the rocks ſet at noon S. 70° W. We ſtood to the S. E. during the night. 6th.

Thick

BOOK I. 1796. October.

Thick foggy weather prevented our ſeeing the iſland diſtinctly till near noon. At noon it bore from N. 12° W. to N. 42° E. four or five miles, and the rocks from S. 67° W. to S. 80° W.; by which it appears we had been ſet to the W. S. W.

We ſteered to paſs to the weſtward of the iſlands, which afforded rather a barren proſpect of a moderate elevation. They were very rocky towards the ſea; but in the hollow ridges formed by the hills we ſaw ſome trees; and as we paſſed the ſouth point we perceived a ſmall village. At ſunſet the iſland bore S. 5° E. to N. 74° E. four or five miles; and we had 37 fathoms, fine ſandy bottom.

After midnight we preſerved our ſituation, making ſhort boards till day-light, when the iſland bore from S. 22° E. to S. 42° W. five or ſix miles. In the morning we had the wind from the S. W., and we plied to windward. We ſaw land to the N. N. E. and N. W., but indiſtinctly.

At 20 h. we paſſed the north ſide of the iſlands; and before noon we ſent a boat on ſhore. On their return, they reported they had ſeen ſprings of good

water, and the land covered with coarſe graſs; the ſoil a rich mould, compoſed of decayed vegetables. They found abundance of crow-berries and billberries, with a ſpecies of cranberry, and great quantities of the ſabina. At noon the N. W. point bore N. 80° W. three or four miles; and the other extreme S. 23° W. CHAP. V. 1796. October.

The crew of the boat found a ſpecies of juniper, ſome yew trees, and the ſilver pine. The ſhores abounded with wild fowl; and they ſaw many paths, as they ſuppoſed, of animals. 8th.

This is moſt probably the ſame iſland viſited by Spanberg: *vide* Cook's 3d voyage, Vol. III. p. 388; ſee alſo Muller, Voyages et Decouvertes, &c. p. 210, and ſeq. After noon we ſteered N. N. E. for the land, bearing in that direction. At ſunſet it bore N. 10° E., and a remarkable peaked mountain covered with ſnow N. 65° W. Spanberg's Iſland from S. 30° W. to S. 50° W. about five leagues. At daylight we were nearly in the ſame ſituation, and we ſteered N. N. W. for a paſſage which appeared to divide the peaked hill land from the other to the N. E. We tried for ſoundings in the paſſage unſucceſsfully, and paſſed through ſeveral ſtrong riplings. At 21 h. the peak bore Weſt. At noon we were well clear

BOOK I. 1796. October.

of the ſtraits, which are four or five leagues wide; and we brought to the wind, having 45 fathoms, to obſerve the latitude, having the following bearings: Spanberg's Iſland S. 17° E. 41 miles; a rocky point which forms the weſt entrance of the paſſage, and from which extends a reef ſome diſtance S. 20° W. 5 or 6 miles. Peaked hill S. 52° W., and the extreme of the ſame land S. 82° W. The high land making like an iſland

9th. from N. 48° E. to 61° E.

Conceiving the peaked hill land to be the N. E. part of Inſu, as it plainly took a direction to the weſtward, and the wind being fixed at S. W., we embraced the opportunity of proceeding to the N. E. in the further exploring of the iſlands. In the bearing of the peaked hill the coaſt formed a bay, with a fine ſandy beach; and the mountain, which in this point of view formed a ſaddle hill, preſented a very magnificent appearance from its great height, and extenſive baſe.

Our courſe lay in the direction of the iſland which was broken and elevated, and at 4 h. we were abreaſt of a hill which roſe from the ſea ſhore, with a ſteep aſcent to a conſiderable elevation of a conical ſhape, and evidently volcanic: we paſſed within two miles of

it,

it, and plainly perceived it covered with ſtones and cinders down to its baſe, as if an eruption had lately happened. Round the crater it preſented ragged and miſhapen points; and ſome ſmall ſhrubs were growing on the S. W. ſide very low down. This abrupt hill was connected with the iſland by a low iſthmus, which receded from it on each ſide, ſo as to form circular bays; and the land continued low to ſome diſtance. At ſunſet the extremes bore from N. 55° E. to the volcano S. 24° W. two leagues. 10th.

Throughout the night we had very ſqually weather; and at 16 h. we ſtood in for the iſland, which at daylight we ſaw to the E. N. E., very indiſtinctly from the obſcurity of the weather, which was ſqually and rainy, preventing any meridional obſervation. At noon the extremes were from S. 5° E. to N. 8° E. three or four leagues.

It threatened to blow hard; at 4 h. it increaſed to a ſtrong gale with conſtant rain: the iſland then bore of us S. E. two or three leagues the N. extreme, and we had 95 fathoms water when we furled the topſails. At midnight it was more moderate, and at daylight we made ſail. In the morning the wind ſhifted to the N. W., and we ſaw the land bearing from us S. 61° E.

to

BOOK I. 1796. October.

to S. 27° E.: a low point S. 8° W., off ſhore four or five leagues. The weather ſoon became thick and hazy, and we loſt ſight of land very ſoon after ſeeing it; and the wind increaſing without any proſpect of its clearing away, we cloſe-reefed the topſails, and ſtood to the

11th. N. N. E. with dark, gloomy, and uncertain weather.

Srong breezes, and very dark gloomy weather with an increaſing gale in the evening, obliged us to reduce our ſail, and ſtrike the top-gallant maſts.

At daylight we ſaw land bearing from S. 5° W. to S. 22° E. eight or ten leagues; but the gale continuing, we wore ſhip and ſtood to the N. E. We ſaw this

12th. iſland very indiſtinctly from the ſtate of the weather.

Towards midnight the weather became more moderate, and at 11 h. we wore ſhip. At daylight we ſaw more land, extending from S. 80° E to a low point S. 30° E.; and at the ſame time the iſland ſeen yeſterday bore from S. 20° W. to S. 37° W., and ſoon after a third appeared; this we conjectured to be the ſame we paſſed on Sunday. We ſtood towards them till 8 A. M. to convince ourſelves they were not connected with each other, when we altered our courſe to N. E. with a gentle wind, which induced us to get up the top-gallant

top-gallant maſts and make ſail. At noon we were 12 miles South of our eſtimation, when the extremes of the northernmoſt iſland bore from N. 70° E. to S. three or four leagues; it appeared very high, and broken land in parts with projecting rocks, and in general very bare. We alſo obſerved ſnow in the cavities of the hills. CHAP. V. 1796. October.

The other iſland was equally high and barren: it bore from S. 32° W. to S. 46° W. ſeven or eight leagues, but was of very little extent. The other iſland was not in ſight. 13th.

The extremes preſerved nearly the noon bearings, the head ſwell having impeded our progreſs. No ſoundings.

At daylight we ſaw more land to the N. E., but a thick fog-bank from the horizon upwards prevented our remarking its connection with the other land, which at noon bore from S. 20° W., to S. 40° W. ſix or eight leagues; outer land making an iſland N. 63° E. By an indifferent obſervation we were 15 miles North of account. Dark and very gloomy weather. No ſoundings with 115 fathoms.

CHAP. VI.

Paſſage to Marikan, one of the Kurile Iſlands—through the Straits of De Vries.—Company's Land.—Staten Iſland.—Unfavourable Weather prevented our going through the Straits of Sangaar.—Range the Eaſtern Coaſt of Japan.—Bay of Jeddo.—Japaneſe Boats.—Fatſiſio Iſlands.

BOOK I. 1796. October 14th.

At ½ paſt 4 h. a freſh wind ſprung up from the S. E. quarter, and we made ſail for the eaſternmoſt land, which at 5 h. bore N. 67° E.: ſounded frequently without reaching the bottom. At ½ paſt 9 h., being well up as we imagined with the land, we tacked, and continued plying under eaſy ſails. At midnight we had heavy ſqualls of wind; and at 14 h. we ſtood to the eaſtward under cloſe-reefed topſails. At day-light we perceived plainly the outer land to be an iſland high and round and very ſmall; it bore Eaſt from us. The ſame weather ſtill continued, and it was ſo very hazy we could not diſcern any other land. At 22 h. 30 m. we had nearly loſt ſight of the round iſland, bearing S. 6° W. four or five leagues.

The

The ſame unfavourable weather, with a cold damp air. At noon we had no land in ſight, and we tacked to the S. W. The hazy atmoſphere prevented any obſervation. 1796. October.

Freſh breezes and ſqually weather, with a dark and hazy atmoſphere. At 3 h. we fetched well up with Round Iſland, and again ſtood to the eaſtward, under eaſy ſail, expecting the weather to clear up, to admit our making ſome remarks upon the iſlands we had hitherto imperfectly ſeen. In the evening the wind moderated, and we had heavy ſhowers of rain. 15th.

At ſunriſe Round Iſland bore S. by W. four or five leagues; and we diſcovered new land to the eaſtward. We kept upon a wind to the S. E.; and at noon the Round iſle bore S. 60° W. five or ſix leagues; another iſland S. 24° W.; and the land diſcovered in the morning bore from S. 84° E. to N. 56° E.; and we had no ſoundings.

The wind not permitting our paſſing South of the iſland to the N. E. of us, at 3 h. we made ſail in the direction of it. The ſouthern part of it was very high, ſloping gradually from its elevation, and terminating in broken ridges at the baſe. A neck of low 16th.

BOOK I. 1796. October.

land connected this iſthmus with the other part of the iſland. At ſunſet it bore from S. 36° E. to N. 50° E.; and Round Iſland S. 63° W. The night was a fine moon-light night, and we run along ſhore till 10 h., when we plied as uſual, having no ſoundings with 100 fathoms. At day-light the iſland bore from S. 9° E. to N. 75° E. four or five leagues; a hill of a circular form, nearly in the centre of the iſland, S. 77° E. The morning was ſqually, with variable weather; and at noon we had paſſed the north extremity of the iſland, and hauled up for a paſſage that divided it from another iſland: unfortunately we had no obſervation. A ſmall opening bore S. 48° E. three miles; the iſland (ſuppoſed Maruchan) from S. 25° W. to S. 59° E.; the northern iſland N. 47° E. to N. 67° E. three or four leagues.

17th. At 1 h. 30 the entrance of a ſmall opening bore S. S. W. two miles, and we had 55 fathoms. As I conjectured this to be the harbour which is mentioned by Captain Cook to be ſituated on the N. E. ſide of the iſland of Maruchan, and where the Ruſſians are ſaid to have a ſettlement, in 47½° N. lat., we hove to and ſent a boat on ſhore. At ſunſet the entrance bore S. 5° W. three miles; and we opened the S. W. point of Maruchan on with the N. W. point, making

them in one bearing N. 40° E. and S. 40° W. The N. W. point fell abruptly to the ſea, with ſome rocks ſcattered off it; and the N. E. point bore S. 30° E. four or five miles. The other iſland bore from S. 36° E. to S. 66° E. three or four leagues. The eaſtern point runs out into low land, but the weſtern point formed a high rugged bluff head. The paſſage between theſe iſlands is perfectly clear to all appearance, but the abſence of the boat prevented our proving it. At 7 h. 30′ we had the pleaſure to ſee her returning, and we kept our wind to the N. W. The night was calm; and in the morning we had the wind at S. S. E., with thick, hazy, threatening weather, which induced me to ſtand to the S. W. At 21 h. 30′ Marukan ſouth point bore S. 26° E.

18th. Strong breezes, with foggy and threatening weather, made us expect another gale, in which we were not deceived. At 3 h. 30′ we ſaw Round Iſland, bearing S. 10° W.; and the gale increaſing, we paſſed it at 5 h. 30′ to the eaſtward, leaving another ſmall iſland to the Eaſt, bearing from Round Iſland S. 45° E., which makes in two hummocks.

At 7 h. 30′ being clear of the iſlands, we furled the foreſail, and brought to under the ſtorm ſtay-ſails, in

BOOK I. 1796. October.

a very hard gale of wind, with continued rain. At 9 h. from the motion of the ſhip I fell down upon the quarter-deck, by which unlucky accident I had the misfortune to fracture my right arm above the elbow. The gale gradually, at 15 h., began to moderate; and by the next hour it veered round to the W. N. W., leaving a confuſed ſea. At day-light we ſaw Round Iſland, and we made ſail to the North. At 20 h. it bore S. 70° E., and Hummock Iſland S. 36° E.

At noon we had light breezes and a large ſwell from the Eaſt, Round Iſland bearing S. 40° W. to S. 64° W. three or four miles.

The winter ſeaſon being now ſet in we proceeded to the South, intending to explore the eaſt ſide of the Kurile Iſlands, if poſſible.

The officer reported the harbour in the iſland of Maruchan to be only calculated for ſmall veſſels, having a bar in the entrance with no more than two fathoms water; but within the bar it formed a ſpacious baſon, with regular ſoundings of five and ſeven fathoms.

The ſettlement of the Ruſſians he found abandoned; but there ſtill remained croſſes erected in different

ferent places, and the Ruſſian arms carved and painted. The natives were ſimilar to thoſe in Volcano Bay, but ſpoke apparently a different language. They were clothed in bear ſkins, and wore boots of Ruſſian manufacture, and cotton handkerchiefs round their heads.

Theſe people were equally gentle in their manners, and in appearance poſſeſſed the ſame degree of poverty in their manner of living, and the conſtruction of their habitations, as thoſe we had before remarked at Inſu.

The land was covered with long graſs and moſs, ſome trees of the dwarf pine, alder, bill, and crow berries.

There were many ſeals, and abundance of ſea eggs.

It is to be remembered, we had traced the land of Inſu or Jeſſo from Volcano Bay, to the N. E. point of what we conceived to be one iſland, extending from 41° 49′ N. to 44° 30′ N.; and from 140° 30′ E. to 146° 22′ E., an extent of 100 leagues of its S. E. coaſt; which agrees very well with the account of De Vries's voyage, ſuppoſing he made the land in the ſame ſituation we did about the S. E. point. Captain King, in

BOOK I. 1796. October.

in the notes to Cook's 3d voyage, page 377, remarks, that in this part Captain Spanberg's diſcoveries place the iſland of Matimai, Kunaſhir, and Zellany; and that probably the miſtake of De Vries in ſuppoſing it one land was owing to the foggy weather. I am of a different opinion; for we ſaw no iſland of any ſize till we came to one in 43° 50′ N. and 146° 50′ E., and which I ſuppoſe to be the ſame Spanberg watered at, and is called in Cook's voyage Nadeegsda.

In October the 12th we were in the latitude of 46° 1′ N. and 148° 45′ E., which is nearly the ſituation of the ſtraits of De Vries; and we conjectured the northern land to be what he calls the Company's land, and the ſouthern land Staten Iſland, but which is named Nadeegsda in the above voyage and chart. Captain King ſuppoſes the Company's land to be Ooroop and Nadeegsda of the Ruſſians. As we ſailed round this iſland, it is moſt likely to be Ooroop, in which it is ſaid there is a good harbour; and Staten Iſland I imagine to be the Nadeegsda of the ſame nation. The violent gales we met with, after leaving Marukan, prevented our examination of the eaſt ſide of theſe iſlands, and paſſing, as I intended, through the ſtraits which divide the land of Inſu from the coaſt of Nipon or Japan. Captain King alſo imagines Staten Iſland,

ſeen

feen by the Caſtricom, to be the Three Sifters; and for which reaſon, as he explains in the voyage, they are ſo placed in the chart. Vide Vol. III. p. 391, &c. of Cook's 3d voyage.

The iſland of Maruchan W., at midnight bore E. ½° N. Round Iſland, Weſt. 19th.

At 20 h. the Round Iſland bore from S. 65° W. to W. Hummock Iſland S. 5° E.

At noon Hummock Point S. 14° W.; Round Iſland from Weſt to N. 80° W.; and the large iſland to the South from S. 34½° W. to S. 41° W.

Light winds and clear weather, with the appearance of a ſtrong ſoutherly current. 20th.

15 h. Paſſed the Hummock Iſland, which we now plainly perceived was two iſlands; bore S. 75° W. and N. 85° W. five leagues.

Centre of Marukan ſouthern part N. 38° E., and Round Iſland N. 40° W.

Sounded throughout the night without reaching the bottom.

Hummock

BOOK I. 1796. October.

Hummock or Saddle Iſland N. W. by W. ½ paſt 18 h.: tacked.

21ſt. At ſunſet the ſouthernmoſt iſland bore from S. 66° W. to N. 84° W. eight or ten leagues; Saddle or Hummock Iſland N. W. ½ N.; and the ſouth extreme of Maruchan N. 27° W.: neareſt land ſeven leagues. At 8 h. thick foggy weather.

The wind ſuddenly ſhifted to the weſtward, and blew ſtrong, with clear weather.

22d. 13 h. Variable, with light airs of wind gradually veering to the ſouthward.

18 h. Made ſail.

24 h. Freſh breezes and fine weather.

23d. 1 h. Freſh breezes and fine weather.

4 h. Strong breeze, and hazy, ſhortened ſail.

6 h. Hauled upon a wind under eaſy ſail.

9 h. Dark cloudy weather, with heavy rain. Wore ſhip.

12 h. Strong ſqualls. Struck the top-gallant maſts.

16 h. Moderate breezes and variable, thick fog and heavy rain, with a large ſouthern ſwell.

23 h. Light airs. Out reefs, and made ſail.

24 h.

24 h. The ſame fog ſtill continued.

1796. October 24th.

1 h. Freſh breezes and very hazy weather, with a ſouthern ſwell.

3 h. Thick foggy weather. Tacked ſhip.

6 h. Shortened ſail for the night, with moderate and foggy weather.

8 h. Wind veered to the weſtward, and increaſed to a freſh breeze, with very hazy weather at 10 h., and we cloſe-reefed the topſails.

12 h. Wore ſhip, and ſtruck top-gallant maſts. Very heavy ſqualls. At 13 h. furled the topſails and courſes, and brought to under the ſtorm ſtay-ſails. Heavy gales of wind, attended with hail, at 15 h., laying to under a mizen ſtorm ſtay-ſail.

19 h. Got the jib-boom in, and lowered down the gaff.

24 h. Strong gales and fair, with a large ſea.

25th.

1 h. Strong gales and fine weather, with a large ſea.

3 h. Set the foreſail reefed.

9 h. More moderate. Set the main-topſail cloſe reefed.

12 h. Freſh gales and fine weather. Set the fore-topſail.

15 h.

BOOK I. 1796. October.

15 h. The gale gradually decreaſing.

18 h. Light airs. Made ſail. Very clear weather.

21 h. Variable and ſqually weather, which increaſed towards noon, with rain, as the wind veered to the ſouthward.

24 h. Freſh breezes, with rainy weather.

26th. 1 h. Strong breezes and dark cloudy weather, with rain. Half paſt 2 h., the wind ſuddenly ſhifted to the W. N. W., with heavy ſqualls, which obliged us to cloſe-reef the topſails.

In the afternoon ſeveral flocks of gulls were ſeen, and two land birds came into the ſhip.

12 h. Dark cloudy weather, with ſhowers of hail.

18 h. Freſh breezes and ſqually weather. Made more ſail.

24 h. Freſh breezes and clear weather. 41′ ſouth of account ſince laſt obſervation.

27th. 1 h. Freſh breezes and cloudy weather. Made ſail.

4 h. A ſmall land bird, of the colour of a chaffinch, was caught on board; and a ſpermaceti whale paſſed cloſe to the ſhip.

12 h. Light breezes and clear weather.

19 h.

19 h. Freſh breezes and clear weather from the S. W. quarter; and we made ſail to the W. N. W. 1796. October.

24 h. Ditto weather, with an increaſe of wind. Barometer falling.

1 h. Strong breezes and fine weather. In ſecond reefs. 28th.

3 h. A number of porpoiſes about the ſhip.

5 h. Freſh gales and dark cloudy weather. Cloſe-reefed topſails, and ſtruck top-gallant maſts. At 5½ h. wore ſhip.

10 h. Furled the fore and mizen topſails.

12 h. *Heavy ſqualls of wind and rain, with lightning.*

20 h. Freſh gales and ſtrong ſqualls, which obliged us to clew up the main topſail at times, and to reef the foreſail. At 23 h. it became more moderate, with fair weather, and the wind veered to the N. W. Heavy ſwell from the S. W. quarter.

1 h. Moderate breezes and cloudy, with a great head ſea. Made more ſail. Barometer riſing faſt. 29th.

6 h. Freſh breezes and cloudy weather.

12 h. Clear weather, with an increaſe of wind.

18 h. Strong breezes and dark cloudy weather.

BOOK I. 1796. October.

Close-reefed the topsails, and furled the fore and mizen ditto, and struck top-gallant masts.

22 h. Barometer fluctuating this morning.

24 h. Fresh gales of wind, with showers of sleet.

30th. 1 h. Fresh gales and very hazy weather, with a large sea. Hauled our wind to the southward, under main-topsail and foresail. Got the jib-boom in and spritsail yard.

8 h. Thick foggy weather, with the gale moderating. Set the topsails. The barometer, during the night, fell considerably.

12 h. Moderate breeze, with drizzling rain. Tried for soundings during the night. Sea considerably gone down. At 12½ h. the wind veered to the southward, and the same fog remained.

18 h. Got the top-gallant masts up, jib-boom and spritsail yard out, and made sail. Heavy rain at 20 h. with thunder and lightning. Wore ship. It soon after was calm, and we had continual rain.

24 h. Calm and cloudy, with a southern swell.

31st. 1 h. Variable weather, with a confused sea. Several land birds about; two of them were taken, and a wild duck was shot: we were also accompanied by sheer-waters,

waters, peterels, and albatroſſes. At 4 h. the wind increaſed, and we tacked. At 5 h. we had ſtrong guſts of wind from the weſtern quarter, which ſoon obliged us to reduce our ſails; and at 6 h. to furl the fore and mizen topſails.

11 h. The gale again ſetting in from W. and N. W., gave us no hopes of paſſing through ſtraits that divide Japan from Matzmai; and the advanced ſeaſon rendered it very likely we ſhould not ſucceed after further perſeverance: added to which, my confinement, owing to my broken arm, precluded any ſatisfactory remarks even were we to ſucceed. I therefore gave up the idea for the preſent year, and we ſhaped our courſe in the direction of the Japaneſe coaſt, purpoſing to make the land about White Point, and continue the coaſt to the ſouth, as the weather admitted.

24 h. Freſh gales and cloudy weather, with a large following ſea.

November 1ſt.

1 h. Freſh gales and ſqually weather, with a heavy ſwell from the N. W. quarter. Barometer gradually riſing.

4 h. Squally, with ſhowers of hail.

6 h. Heavy rain, with variable weather but more moderate.

17 h. Light breezes, with leſs ſwell; ½ paſt we were

BOOK I. 1796. November.

were taken aback by the wind ſhifting ſuddenly to Weſt. Made all ſail.

24 h. Light airs with fine clear temperate weather, and ſmooth water.

2d. 1 h. Light airs and calms, with fine weather.

12 h. Cloudy weather.

16 h. Moderate breeze, with rain.

24 h. Freſh breezes and continual heavy rain, with ſmooth water.

3d. 1 h. Strong breezes and ſqually weather, with rain.

7 h. No bottom with 70 fathoms. *In two reefs.*

12 h. Squally weather, with ſhowers of rain.

19 h. Made ſail. Unfortunately the time-piece N° 1. was neglected to have been wound up this day at noon, and remained uſeleſs to us for the preſent; much to be regretted, on account of the ſtrong currents.

24 h. Freſh breezes, with frequent ſqualls and heavy rain.

4th. 1 h. Freſh breezes and cloudy weather, with frequent ſqualls of wind and rain; at noon we ſtood Weſt to make the land before night.

5 h. In third reefs, and hauled our wind under eaſy ſail.

9 h. Tried for ſoundings with 100 fathoms of line.

11 h. Moderate, with continual rain.

14 h. Light airs.

17 h. Calm and variable. Light ſhowers of rain.

20 h. Swell from the eaſtward. Barometer ſtationary there 24 hours. A tropic bird and a duck ſeen in the morning. Small rain.

23 h. Heavy ſhowers brought the wind to the North, and we made ſail to the W. N. W. to make the land of Nipon.

5th.

1 h. Strong breezes and ſqually, with dark, cloudy weather.

6 h. Moderate and fine weather.

8 h. Tried for ſoundings.

10 h. Wore ſhip, and kept our wind: eaſy ſail for the night.

12 h. Cloudy weather, with ſhowers of rain.

14 h. Wore ſhip, and ſtood to the weſtward.

18 h. Made ſail.

24 h. Freſh breezes and very clear weather. A ſwell from the northward.

6th.

1 h. Moderate breezes and fine weather.

8 h. Light

BOOK I.

1796. November.

8 h. Light winds.

12 h. Hazy, with rain; wore ſhip, and tried for ſoundings.

15 h. Wore ſhip: drizzling rains.

18 h. Continual rain. Paſſed ſeveral patches of ſea-weed. Many land birds about the ſhip. One of them (a dove) was taken.

21 h. Variable weather, and very unſettled during this morning. Barometer very low.

24 h. The wind ſuddenly ſhifted to the N. W., and brought clear weather.

7th. 1 h. Moderate breezes and cloudy weather. Various land birds and many butterflies with other inſects about the ſhip.

4 h. Every appearance of a ſtrong northerly current.

7 h. The wind ſhifted in a violent ſquall, and ſoon increaſed to a hard gale, which obliged us to hand the topſails and ſtrike the top-gallant maſt. At 9 h. it blew a very ſtrong gale, when we furled the courſes and brought to under a ſtorm ſtay-ſail. At 10 ½ h. wore ſhip.

At 14 h. 30 m. the gale moderating, ſet the foreſail, and topſails cloſe-reefed. Very clear weather, when the wind veered to the W. N. W.

At

At 17 h. 30 m. wore ſhip, and made ſail with a ſtrong breeze and clear weather. The barometer riſing faſt. 1796. November.

22 h. 1° 14′ North of account ſince laſt obſervation.

24 h. Ditto weather. Under courſes, and double-reefed topſails.

1 h. Moderate breezes and fair weather. Made more ſail. Many whales about the ſhip of the ſperma-ceti kind. 8th.

6 h. Light winds and clear, with a ſwell from the N. W. quarter.

12 h. Ditto weather.

16 h. Freſh breezes and fine clear weather.

24 h. Ditto weather; 36 miles to the North of account.

1 h. Freſh breezes and fine weather. At 2 h. we ſaw the land of Japan or Nipon to the weſtward from the maſt-head. 9th.

5 h. Extremes of land from S. 80° W. to N. 40° W. four or five leagues. We alſo ſaw a ſail to the weſt, ſuppoſed to be a junk. Shortened ſail, and ſteered to the S. W. with a gentle breeze.

12 h. Light breezes, and cloudy.

18 h. Made all ſail.

BOOK I. 1796. November.

At 17 h. the land from N 42° W to N. 80° W. five or ſix leagues.

22 h. Dark, cloudy weather, and variable, with ſmall rain.

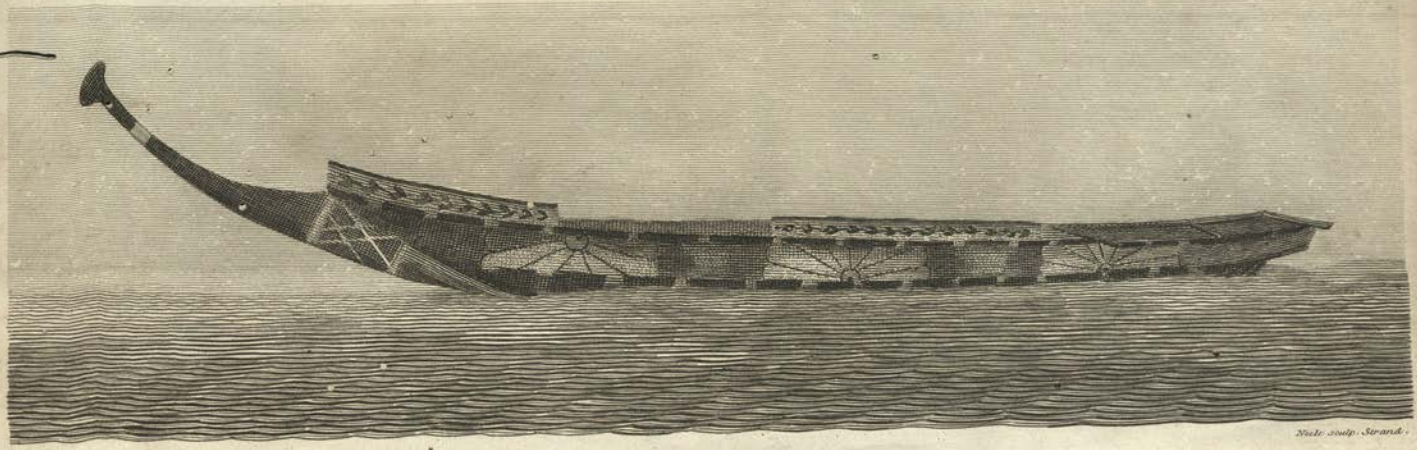
24 h. Continual rain, and very gloomy weather.

10th. Variable and dark cloudy weather, with continued rain till 6 h., when it was calm. After 8 h. a breeze ſprung up from the N. W., and we ſtood in ſhore. At 13 h. we wore and ſtood off; and at 3 we again ſtood in ſhore. At 6 h. 30′ A. M. the land bore from. N. 47° W. to 85° W.; a remarkable hill N. 82° W.; and we made ſail. At 21 h. 20′ the S. E. point of Japan bore N. 3° E., on with a diſtant hummock. Allowing its longitude to be right 140° 40′ E., as ſettled in Captain Cook's voyage, we ſet the watch, N° 1, a-going, allowing its rate to be the ſame as before.

The ſhore from White Point tended to the S. W. It was of moderate elevation, with chalky cliffs to an opening, from whence came many fiſhing boats; and from thence it continued bare of wood and deſtitute of verdure. We ſteered nearly in the direction of the coaſt, with fine clear weather, and at the diſtance of two leagues; and at noon we were abreaſt of an ex-

Page 139

Page 107



Neele sculp. Strand.

JAPANESE BOATS.

tenſive town. The land about it appeared richly cultivated, in ridges riſing above one another in the ſides of the hills. The tops of theſe hills were ſteep and craggy; and in the hollows between them we ſaw ſome wood, but in no quantity. To the N. E. of the town the coaſt was indented. The extreme, South of the town, S. 79° W. 10′; opening, or river, N. 9° W.; land about White Point, making north extreme, N. 34° E.; Round Mountain, N. 58° W., 4 or 5 leagues off ſhore. CHAP. VI. 1796. November.

Moderate breezes and very fine weather. We ſaw ſeveral iſlands between the South and Weſt; and at 5 h. we were abreaſt of the ſouth extreme, which bore N. 30° W. ſix miles. This point forms the eaſtern entrance into the bay of Jeddo. The Outer Iſland bore S. 20° W., ten or twelve leagues. In the afternoon we were viſited by many fiſhing boats. They were 36 feet long, 8½ wide, and 2½ deep, very neatly built of oak, elm, and fir, very ſharp forward, and with a riſing ſtern, which projected beyond the real ſtern, being a continuation of the ſides. They have a falſe bottom, where they contain their fiſh; and in every reſpect they were moſt ingeniouſly conſtructed. They were ſteered in the Chineſe manner; and each boat carried one maſt, with a ſquare cotton ſail. 11th.

BOOK I. 1796. November.

They very liberally ſupplied us with fiſh, without ſeeming to expect any return; and having ſatisfied their curioſity, we parted mutually entertained. There were twelve men in each boat, and they made uſe of ſkulls inſtead of oars.

The night was calm; and at day-light we had a ſtrong northerly wind, with ſqually weather, which prevented our ſeeing the land till 19 h., when we diſcovered the outer iſland bearing S. 59° W.; to our ſurpriſe, a ſtrong current having ſet us to the eaſtward in the night. At noon the ſouth point of Outer Iſland, S. 8° W., five miles; ſouth extreme of Volcano Iſle, on with rocks, S. 88° W.; diſtant high mountains open, with a hummock, N. 32° W.

12th. Strong breezes and ſqually weather. After noon we bore up for the paſſage between Volcano and Outer Iſle, which was clear of all danger. Off the weſt point of Volcano Iſle are ſome detached black rocks, at two or three miles diſtance; and in the direction of S. by E. from Outer Iſland we ſaw another iſland, ten or twelve leagues; and another ſmall cluſter of rocks, bearing from Outer Iſland S. W. five or ſix leagues. After clearing the paſſage we hauled up to the W. N. W., to examine the northern iſlands. The night

night was moderate, but we had no ſoundings throughout. At 18 h. the northern iſlands bore from N. E. to S. 79° E., and we ſteered N. W. for the coaſt. Some of theſe iſlands were of little extent, forming round hummocks: the centre ones long and narrow, with white cliffs, and connected by low iſthmuſes. The largeſt was the Volcano, which afforded a pleaſing proſpect, being cultivated and clothed with verdure towards the peak, which roſe gradually to a conſiderable height. We ſaw no ſmoke iſſue from the crater, which appeared much broken. CHAP. VI. 1796. November.

At noon the north extreme, which I conceive forms the weſtern point of entrance to Jeddo bay, bore N. 57° E.; and the coaſt extended from thence to W. by N., off ſhore five or ſix leagues, of moderate elevation.

Moderate breezes and variable weather, and very hazy, which prevented our obſerving the main land diſtinctly. Near the ſea it appeared low and level, with very high double land to the N. W., riſing to mountains. To the North the ſhore was much broken and indented, and appeared to form an opening. At 5 h. 20′ a low point, making the neareſt land, bore N. ½ E. five leagues; and we had very dark, gloomy, threatening 13th.

BOOK I. 1796. November.

threatening weather: barometer falling. At 12 h. the wind increaſed; and at 16 h. we were under courſes and main-topſail. At 19 h. we had ſqually weather, with a great deal of rain, and a large ſea; and ſoon after we ſaw the rocks which are ſituated to the S. W. of Outer Iſland. At firſt we took them for a veſſel under low ſail, till the iſlands appearing diſcovered our miſtake. At 20 h. 30′ they bore S. 50° E. three leagues, when we wore ſhip. At 21 h. 10′ the wind ſuddenly ſhifted to W. N. W., and blew very ſtrong, and the weather began to clear away: we ſhaped our courſe to paſs to the North of Volcano Iſland, between it and an iſland that appeared much broken by the inequality of its form. At noon the rocks off the eaſt extreme of Volcano Iſland bore N. 70° E., two or three miles; Broken Iſland N. 15° W. to N. 29° W., ten miles; very high mountain N. 22° W. Mount Fuſi *.

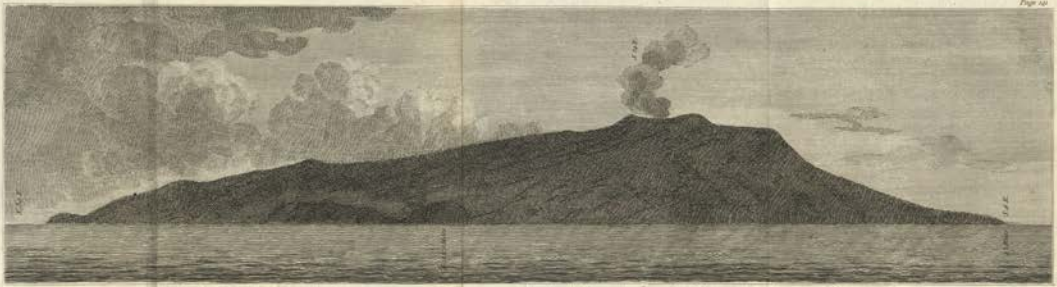
14th. Freſh gales and clear weather, with heavy ſqualls of wind. We found the paſſage five or ſix leagues wide

* Thunberg, in his voyage to Japan, ſays, Vol. III. p. 158, "At Joſiwara we were nearer than any where elſe to the mountain of Fuſi. The Japaneſe reckon the height of it, in the aſcent from the foot to the top, to be ſix leagues. In ſhape it reſembles a ſugar loaf; its top reaches above the clouds, and is diſcernible at many leagues' diſtance.

betwixt

An Island to the Southward of the entrance up to Jeddo se

Supposed to be Cap



An Island to the Southward of the entrance up to Jolde, seen to emit Clouds of Smoke at the intervals of about an Hour between each Discharge on 3 July 31 at 7 P.M. 1797.

Supposed to be Cape & Port Nambu on August 4th 1797 at 10 A.M.

Published May 1st 1800 by Cadell & Bowen Strand.

betwixt theſe iſlands, and no dangers. The north point of Broken Iſland is rather high, with perpendicular whitiſh cliffs. Off the S. W. part is a large detached rock, with ſeveral ſmall ones about it. Its greateſt extent is in a N. E. and S. W. direction, four or five miles. To the N. E. of it are two more iſlands: the firſt is low and flat, but the northernmoſt is more extended, of moderate height, and connected in parts by low land, which makes it appear at a diſtance like ſeparate iſlands, with a conſpicuous white mark on the ſouthern one, and a rock laying off it to the weſtward. Directly North of this iſland, at four or five miles' diſtance, are the two hummocks before mentioned: the northern one is the largeſt. In the afternoon we had a fine view of the famous Mount Fuſi, towering above the high land, and covered with ſnow. At 5 h. 30′ it bore N. 48° W.; and a large iſland from N. 38° W. to N. 50° W., four or five leagues. Land to the W. N. W. ſeen indiſtinctly. The wind preventing our entering Jeddo bay, we bore up to the South, to explore the iſlands to the South of Outer Iſland, with a ſtrong gale at Weſt. At 18 h. 30′ we ſaw the iſlands to the ſouthward; and at noon they bore from N. 20° E. to S. 80° E., four or five miles. Variable weather.

Freſh

BOOK I. 1796. November 15th.

Freſh breezes and dark threatening weather prevented our having a meridian obſervation for the latitude: and the few remarks we were able to make on theſe iſlands were incomplete, on account of the weather which prevented our having any communication with them; and we plainly ſaw they were inhabited. I ſuppoſed them to be the iſlands of Fatſiſio, ſo called in the charts. The largeſt bears from what I diſtinguiſh as Outer Iſland N. by W. and S. by E., 13 or 14 leagues. The weſternmoſt one is only a high peaked hill, not more than one league in circuit; and if it had not been inhabited I ſhould have imagined it to be inacceſſible. On the north point the houſes were ſurrounded with cultivations, laid out in ridges on the acclivity of the hill, as before remarked on Nipon. This iſland is two or three miles to the ſouth-weſt of the other, and between them appeared a clear channel. After paſſing without the peaked iſle, we hauled up to examine the other; but the wind veering to Eaſt, we could not approach within three or four leagues. It extends N. W. and S. E. three or four leagues, and preſented a very fertile appearance. The higher parts were obſcured by the haze: its lat. 33° 6′ E., and 140° E. long. The appearance of the weather gave us no hopes of a change; we therefore

ſteered

ſteered to the weſtward, having ſtrong gales with a great deal of rain.

Strong gales of wind, with thick and rainy weather. 16th.

5 h. The ſame weather, with continual rain; and we brought to the wind under a cloſe-reefed mainſail and foreſail, with our head to the eaſtward. Barometer ſtill falling.

12 h. Heavy ſqualls, and a large ſea from the eaſtward.

18 h. Ditto weather, with frequent ſqualls and heavy rain from the S. E. which broke up the gale; and ſoon after it became calm, with a confuſed ſea and conſtant rain. Set the topſails.

23 h. Barometer very low.

24 h. Light breezes from the north-weſt, and the appearance of fair weather.

The wind ſoon increaſed to a freſh gale, with very heavy ſqualls; and ſoon after their violence obliged us to furl the topſails. We kept our wind under courſes, in hopes of ſeeing the land; which we diſcovered at 3 h. 30′ to the weſtward, three or four leagues from us. We then wore ſhip, and tried for ſoundings. The weather preſented a moſt threatening appearance in the weſtern quarter, and we hauled up the courſes 17th.

BOOK I. 1796. November.

to receive it. It was not ſo heavy as we expected, but ſhifted in a violent ſquall off the land to W. N. W., which clearing away the haze, we had a more diſtinct view of the land at ſunſet. It extended from N. N. E., ending in a low flat point, which bore Weſt. It blew ſtrong with clear weather all night, and we carried cloſe-reefed topſails till midnight, when the gale increaſing, with a head ſea, we took in the fore and mizen topſails. At 12 the land bore from N. by E. to N. N. W.; but at day-light, to our ſurpriſe, we could not diſcern it, although the weather was ſo clear as to admit our ſeeing a great diſtance. I conjectured the land we had ſeen to be the ſouth point of Japan.

CHAP. VII.

Paſſage to the Lienquieux Iſlands.—Off Formoſa.—Arrival at the Typa, Macao.—Purchaſe of a Schooner.—Preparations for the further Proſecution of the Voyage.—Nautical Obſervations in the Typa.

CHAP. VII. 1796. November 18th.

MODERATE breezes and cloudy weather. Out all reefs and made ſail, keeping our head to the weſtward, cloſe upon a wind.

6 h. Light airs inclining to calm, with dark cloudy weather.

12 h. Light airs: ½ paſt, tacked ſhip. Clear and light night.

19 h. By the obſervations the current has ſet us S. 18° E., 31 miles theſe 24 hours.

24 h. Calm and cloudy weather.

19th. Very clear weather, with light airs of wind at times.

13 h. Light airs from the weſtward. Made ſail.

17 h. Exerciſed great guns and ſmall arms.

20 h. Current S. 18° E. 27 miles.

24 h. Very fine weather and ſmooth ſea.

BOOK I. 1796. November 20th. Light breezes and fine clear weather.

5 h. As the wind veered round to the N. E. we had dark and hazy weather.

18 h. Out all reefs and made fail.

21 h. Current S. 83° W. 25 miles.

24 h. Breeze increafing, with fine weather and fmooth water.

21ft. Moderate breezes and fine weather.

8 h. Dark cloudy weather, with lightning in the S. W. quarter.

10 h. At 10 h. 30′ no bottom with 115 fathoms; and we had fqually weather, with thunder, lightning, and continual rain. Clofe-reefed the topfails, and brought to the wind, as we could not fee one mile a-head.

16 h. The weather more moderate and clear: bore up and purfued our former courfe. At 18 h. tried for foundings: no bottom 100 fathoms. Hazy fhowers of rain and fqually weather.

24 h. Moderate and cloudy weather.

22d. Moderate breezes and fqually weather, with heavy fhowers of rain. At 4 h. 30′ faw land to the W. N. W.; and at 5 h. 30′ the extremes extended from S. 61° W. to N. 55° W., five or fix leagues. It appeared of moderate

derate elevation; but we obſerved it indiſtinctly from the gloomineſs of the weather. At 8 h. we hauled our wind for the night, which continued moderate, with frequent ſhowers of rain; and we could not reach the bottom with 115 fathoms of line.

13 h. Calm and cloudy at daylight: the land bore off us W. S. W., ten or twelve leagues; the current having ſet us to the eaſtward during the night. Towards noon a breeze ſprung up, and we made ſail in for land. This morning we were fortunate in having good obſervations for the latitude and longitude, which determined our ſituation at noon very exactly, and we had the following bearings: a ſaddle hill N. 24° E., and the extremes from N. 40° E. to W. by N., appearing at intervals part of the land, made us conjecture the whole to be connected. The land to the W. S. W. we did not ſee.

23d. Freſh breezes and cloudy weather, and we ſtood in for the land. At 4 hours it was ſqually with rain, which obſcured it from our view. At 5 h. we tacked within two or three leagues of a bluff point, which bore from us N. 12° W., but we had no foundings with 80 fathoms. To the N. E. of the point the land appeared to recede conſiderably, leaving the proſpect of an opening; but the imperfect view we had, owing

BOOK I. 1796. November.

owing to the badneſs of the weather, prevented our making any ſatisfactory obſervations. We had ſtrong breezes, with a head ſea all night; and at daylight we had the wind to the North of Weſt, with fine clear weather; and at 19 h. 30′ we ſaw the land extending from N. 40° W. to N. 65° W. from the deck. Made all ſail.

23 h. Current N. 76° E. 30 miles.

24 h. Strong breezes and clear. Land ſeen bearing N. 60° W. 12 or 13 leagues.

24th. Strong breezes and fine weather. At 4 h. 20′ the extremes of land from N. 55° W. to Weſt, juſt viſible from the deck. At 15 h. the land extended from N. 70° W. to N. 63° W. We judged theſe lands to be the continuation of coaſt; but the ſtrong wind from the N. W. prevented our nearer approach. They appeared to be very high in detached parts.

We tried for ſoundings all night unſucceſsfully, and the breeze was now moderate. At 19 h. 30′ we were well up with the extreme ſouthern land ſeen laſt night, bearing S. 80° W., and the north extreme N. 12° W.; and we ſaw high diſtant land to the S. W., apparently unconnected with the other. We ſteered towards a deep bay; and at noon we were three or four

four leagues from the ſhore, which appeared high and rugged, much broken into ridges; in general bare of wood and rocky, but ſome of the hills were clothed with wood up to their ſummits. The extremes bore from N. 75° W. to N. 1° W.; ſtarboard point of bay N. 53° W., two or three leagues; Volcano Mountain N. 65° W.; high diſtant land S. W., ten or twelve leagues.

25th. Light breezes and variable weather. The volcano, which is ſituated in the interior parts of the bay, emitted vaſt columns of ſmoke; and we obſerved ſeveral boats fiſhing in ſhore, and a junk ſtanding into the bay. At 5 h. the extremes bore from N. 18° E. to S. 75° W.; centre of bay N. 40° W., five or ſix miles; low land, juſt viſible from the deck, S. 68° W.; diſtant land S. 42° W.; and more low land, ſeemingly connected with it, S. 25° W. We ſteered to the ſouthward and eaſtward upon a wind. At daylight or 19 h. we ſaw the low land bearing S. 67° W.: the ſame ſet laſt evening S. 27° W.; the extremes, North of the bay, N. 27° W. We ſtood in ſhore for the low land, which was five or ſix leagues, having moderate winds and cloudy weather. At noon the extreme, North of the bay, N. 15° W., and ſouth extreme N. 72° W.;

and

BOOK I. 1796. November.

and the ſame diſtant high land S. 58° W.; the other extreme, on with centre of low land, five or ſix leagues. The volcanic bay ſeemed to be capacious, and moſt probably terminated with good ſhelter, for, after taking a northerly direction, it turned to the eaſtward. Current north 25 miles. Moderate and variable winds from the S. E. No ſoundings.

26th. Moderate breezes and fine weather, with ſmooth water. As we approached the ſhore, more low land appeared; and at 5 h. we were within four or five miles of it, when it extended from S. 20° W. to N. 75° W., of little elevation, with a ſandy ſhore, and covered with ſcattered trees. The diſtant high land ſtill appeared over it, in the direction of S. 50° W., at a conſiderable diſtance. The extremes, North of the low land, bore from N. 68° W. to N. 17° E., near the north point of the bay; and we had 45 fathoms. In this ſituation we could not determine the connection of the low land with the diſtant high land over it, which is moſt probably the caſe: but the opening to the North of N. 75° W. was ſo much contracted, and making in low points from each ſhore, I conceived the whole to be joined, leaving in this indented part ſome harbour we could not perceive, and which we were

prevented determining by the wind in the morning veering to the S. W. As we could not fetch the ſame land again, at 5 P. M. we ſtood to the eaſtward.

Freſh breezes and ſqually threatening weather. 21′ N. of account.

Freſh breezes and cloudy weather. 27th.

Moderate breezes, fine weather, and ſmooth water.

Clear ſtar-light. In Arrowſmith's chart of 1791 are many iſlands laid down, nearly in our preſent ſituation at noon, ſaid to be diſcovered by the Spaniards. We ſaw nothing to lead us to ſuppoſe we were in the vicinity of any current ſince our laſt obſervations, for the time-piece (being the interval of three days) N. 68° E. 38 miles. 28th.

22 h. Ventilated the ſhip with the foul-air extractor.

24 h. Ditto weather. Tropic birds and flying fiſh ſeen.

6 h. Dark and gloomy appearance in the N. W. quarter, which ſoon produced a change of wind, and 29th.

BOOK I. 1796. November.

we ſtood to the weſtward. Lat. 28° 10′ N., and long. 135° 15′ E. at the time.

30th. Freſh breezes and cloudy weather.

6 h. Shortened ſail.

12 h. Tried for ſoundings in the night.

18 h. Dark cloudy weather, with ſhowers of rain. We ſteered to the weſtward, to fall in with the iſland of Great Lieuchieux.

24 h. Ditto weather. A ſmall land bird and a hawk ſeen.

December 1ſt. Freſh breezes and cloudy weather.

6 h. Shortened ſail, and ſounded hourly during the night. No bottom.

12 h. Very cloudy weather: at daylight we made ſail; and at 22 h. 30 m. we ſaw the iſland of Lieuchieux. At noon we had ſqually and rainy weather, and we hauled up to the S. W. being five or ſix leagues off. From the unfavourable weather, we could diſcern very little. The ſhore appeared low and even, the weſtern point falling abruptly to the ſea. It extended from S. 76° W. to Weſt; and we had no ſoundings with 105 fathoms.

24 h. Freſh breezes, with cloudy and ſqually weather.

Freſh

CHAP. VII.

1796. December 2d.

Freſh breezes and cloudy weather, with frequent ſqualls attended with rain, which at times obſcured the land. It appeared broken, the higher parts connected by low land; and to the South it was well cultivated and diverſified by woods: towards the ſea it roſe in clayey cliffs of a bright yellow with ſandy breaches. We kept upon a wind to the S. W., and at 5 h. 15 m. the extremes extended from S. 80° W. to N. 24° W. four or five leagues diſtant. The coaſt ſtill preſented the ſame level appearance in general, very low. At 12 h. we were in the lat. of 26° N., and as I ſuppoſed near the ſouthern part of the iſland. We plied under eaſy ſail till daylight. The night was moderate, with ſome rain; and at 16 h. the wind ſuddenly ſhifted to the N. W. quarter, with ſqually, unſettled weather. At 19 h. the neareſt land bore N. 30° W. three leagues, and the extremes from N. 10° E. to N. 67° W. We ſaw no other land in any direction, although the charts lay down ſome iſlands in this ſituation. At 20 h. we ſaw ſeveral iſlands to the W. N. W.: the outer one, forming like a gunner's quoin W. by N. at 21 hours.

At noon the ſouth part of the iſland Lieuchieux N. 46° E. to N. 68° E. ſix or ſeven leagues. A low iſland, North eight leagues; from whence they ex-

BOOK I. 1796. December.

tended to the Quoin N. 34° W. in Number 5.: we ſuppoſed them to be the Matchi Iſlands. Very hazy weather.

3d. Freſh gales and dark weather prevented our making any other remarks on Great Lieuchieux and the Madjicoſemah Iſlands, but we ſteered a courſe to fall in with ſome other iſlands between them and Formoſa. At 2h. 15′ we loſt ſight of the Gunner's Quoin, bearing N. by E. The gale increaſed with heavy ſqualls of wind and rain, yet the barometer continued ſtationary.

At 9 h. we hauled upon a wind under a foreſail and cloſe-reefed main-topſail. In the morning it was more moderate, with a large ſea from the northward; and we bore away at 16 h. 15′, having clear weather. At 21 hours we ſaw low land to the weſtward, and at 23 h. 40′ rounded a reef which extends to the eaſtward of the S. E. point of this iſland, compoſed of rocks above and under water; and we had 60 fathoms coral bottom. From the maſt-head an iſland ſuppoſed to be ſeen bearing North from the reef, and another to the N. W.: and a hummock on with S. E. point N. 37° W. probably joined with the iſland. Juſt within the point to the weſtward is a ſandy bay, and above it we diſcovered a village ſcattered amongſt the trees,

trees, with ſome cultivated ſpots near it. At noon the S. E. extreme N. 9° W. two or three miles. The other extreme N. 85° W. very low. The reef N. 22° E. 45 fathoms corally bottom. Strong breezes and very ſqually, but clear and pleaſant weather.

4th. Strong breezes and fair, with heavy ſqualls from the land, that prevented our riſking any communication with the ſhore: we therefore ranged the ſouth ſide at the diſtance of two or three miles. This iſland is univerſally low. On the tops of the riſing grounds were ſome groves of trees, but the country in general was covered with heath or coarſe graſs, and ſeveral habitations were ſcattered along ſhore; we alſo obſerved ſmoke ariſing in ſeveral parts. At 2 h. we had run the extent of the iſland, and were abreaſt of a ſmall iſlet which is off the weſt point; between it and the ſhore was a ſmall reef, and between North and N. 28° W. we ſaw more land. An extenſive reef was ſituated between theſe lands, as we ſaw the water frequently break; and we had 18 fathoms corally bottom. At 5 h. 15′ we were within five or ſix miles of a ſmall iſland, bearing from N. 65° W. to N. 85° W., and high land to the W. S. W. At 18 h. 45′ the ſmall iſland bore N. 66° W. four or five leagues, and the other iſland from N. N. E. to E. S. E.; and the high

BOOK I. 1796. December.

high land extended from S. 70° W. to N. 87° W., for which we ſteered. At 22 h. we loſt ſight of the ſmall iſland, and at noon we were three or four miles off the high land, which appeared in general well clothed with wood, and much broken; the hills being connected by ſandy iſthmuſes. The S. E. point was low.

5th.

Very fine weather enabled us to range the ſhore at a little diſtance; it lies in the direction of N. N. E. and S. S. W., and near the S. E. extreme we obſerved an extenſive village. A ſmall reef lies off the point, and as we opened we diſcovered another iſland bearing S. 75° W. from it, and falling abruptly to the ſea. At 2 h. 30 m. this head bore S. 88° W.; the village point N. E.; opening to ſea between the iſland N. 7° E.; and we perceived two rocks in the midſt of breakers N. 86° W. and S. 75° W. three or four miles, and we had no bottom with 100 fathoms. We bore up and paſſed without them, and ſoon after we ſaw ſeveral low, flat iſlands, extending from the large iſlands, connected with each other by coral reefs; at leaſt ſo much ſo in appearance as to preclude any clear paſſage between them. At 5 h. 50′ we approached an iſland of no elevation, bearing from S. 50° to S. 56° W. two or three leagues. The abrupt head N. 65° W., and in the

the paſſage between two ſmall hummocks bearing N. 85° W. The low iſlands from N. 6° W. to N. 40° W. three or four miles; and from N. 18° E. to N. 40° E., on with the land about Village Point. At 18 h. 30 m. the iſland ſet to S.W. laſt night, now bore N. N. W. ½ W., but ſqually and hazy weather prevented ſeeing the high land till 19 h. 45, when the head bore North about five leagues, and the ſame land extended to N. 34° E.; a ſmall opening N. 15° E. Low Iſland N. 45° E. to N. 6° E. five or ſix miles. The hummocks N. 27° W.; at 20 h. 30 m. they bore North, and we loſt ſight of the land.

6th. Freſh gales, with dark, cloudy weather and continual rain, prevented our ſeeing more than three or four leagues in any direction; and the wind kept increaſing to a ſtrong gale. At 15 h. we furled the topſails, and brought to the wind under a foreſail and mizen-ſtayſail till daylight.

Bore away, and ſet the topſails; very ſqually weather, with ſhowers of rain, which at times entirely obſcured the horizon. At 21 h. 30′ through the haze, we ſaw the land of Formoſa two or three leagues, riſing abruptly from the ſea to a prodigious height. An uncommon fall of water deſcending

BOOK I. 1796. December.

from the mountains in a perpendicular direction, pointed out our vicinity to the land before we ſaw it.

7th. As we ſteered in the direction of the coaſt, the high land of Formoſa appeared at intervals, when the ſqualls cleared away; and at 40 h. 30 m. the ſouthern part bore S. 65° W., four or ſix leagues: to the North it continued entirely obſcured. The gale ſtill continued with little variation, when being by eſtimation, at 8 h. 30 m., in the latitude of 22° 45′ N., we brought to the wind under low ſail for the night. At 12 h. wore ſhip; and at 18 h. 30 m. the extremes of Formoſa extended from N. N. W. to Weſt; an iſland of moderate elevation S. 80° W., four leagues; and the iſland of Botol Tobago Zima S. 6° W., ten or twelve leagues. The gale had conſiderably abated; and we made ſail to paſs between Botol Tobago and the land of Formoſa, which we could ſcarcely diſcern for the thick haze over the high land. At 21 h. the Low Iſland bore N. 50° W., four leagues; extremes of Botol Tobago S. 23° W. to S. 27° W. Theſe iſlands bore nearly N. by E. and S. by E. of each other. At noon the extremes of Botol Tobago South to S. 23° E., eight or ten miles; Low Iſland North, on with Formoſa; extreme point of Formoſa land, making low, S. 70° W.

Soon

Soon after we obſerved the iſland of Little Tobago bearing from the eaſt point of the great iſland S. 26° E., which is nearly the direction of the north ſide.

At 1 h. 15′ Little Tobago open with ſouth extreme S. 41° E. At 3 h. 15′ the north extreme of Great Botol Tobago bore Eaſt to the other extreme S. 80° E.; Formoſa from North to S. 60° W. At 5 h. 30′ the centre of Botol Tobago Zima N. 75° E.; and the ſouth extreme of Formoſa S. 78° W., two or three miles: and at 5 h. 45′ it bore N. 80° W., on with a diſtant point. At 6 h. it bore W. N. W. ½ Weſt, two or three miles. It was fine moon-light; and as we had not ſeen the Vele Rete Rocks before dark, we ſhaped our courſes (as per log) to paſs between them and Formoſa, ſounding, as per column, under our double-reefed topſails. At 7 h. 30′ we had 35 fathoms, gravelly bottom: the extremes of Formoſa E. N. E. to N. by W., three or four miles off ſhore. At 8 h. the land from N. ½ E. to E. by N.; and we hauled up to the N. W., plying under ſail till day-light, when the extremes of Formoſa extended from N. 10° E. to N. 60° E.; a very high round mountain N. 10° E., off ſhore three or four leagues. The wind increaſed with heavy ſqualls, and we ſtood to the S. E., expecting to ſee the Vele Rete Rocks; but at 20 h. the gale had

8th.

BOOK I. 1796. December.

reduced us to courſes and main-topſail, and ſeeing nothing of them, we ſtood to the N. W. with a ſtrong gale. At noon the extremes bore from N. 20° E. to N. 70° E., about ſix or eight leagues.

9th. Strong breezes and cloudy weather, with ſhowers of rain.

3 h. More moderate. Set the topſails.

At 4 h. 30′ the extremes of Formoſa bore from N. 50° E. to N. 75° E.; and we ſaw no more of it, owing to the gloomy weather.

12 h. Freſh breezes and cloudy. No bottom with 100 fathoms. Strong breeze and dark cloudy weather. Swell from the northward.

10th. Strong breezes and cloudy weather.

16 h. We paſſed ſeveral Chineſe fiſhing-boats; and for fear of running over them we carried eaſy ſail till day-light, and a light at the bowſprit. At 18 h. ſtrong breezes and hazy: made ſail. At 22 h. 30′ we ſaw Pedro Blanco bearing N. 63° W.

24 h. Freſh breezes and very hazy. Pedro Blanco N. 23° E., three or four miles.

11th. 4 h. Saw the Lima iſlands to the weſtward.

5 h. Dark hazy weather. Double-reefed the top-

ſails, and prepared for anchoring. At 7 h. we came to in 20 fathoms, clayey bottom, between the iſland of Poo Tory and the Grand Lima, bearing from N. E. to S. E.; the paſſage to the ſea being open in that angle from Poo Tory 1½ miles.

12 h. The wind gradually increaſed to a ſtrong gale, but we rode very eaſy with a whole cable out. In the forenoon it was more moderate, with cool and pleaſant weather.

After muſtering the ſhip's company, the officers and ſeamen were informed that it was neceſſary they ſhould deliver up to me their journals, remarks, or whatever drawings, &c. that related to our proceedings ſince the firſt of September ult., and enjoining them alſo to ſecrecy ſince that period.

Several China boats were ſailing among the iſlands, notwithſtanding the gale, which induced us to make the ſignal for a pilot.

Soon after noon a Chineſe boat came on board, and agreed to pilot the ſhip to Macao for 40 dollars. At 1 h. we got under way, and made ſail to the weſtward. At 6 h. we were well up with the paſſage between the iſland of Lantoe and Laf-ſammú; and we came to an

12th.

BOOK I. 1796. December.

anchor in 13 fathoms, muddy bottom. The night was moderate, and in the morning at day-light we had ſtrong breezes from the North. We worked through the paſſage with ſome difficulty, having got under way at day-light for that purpoſe; but the violence of the ſqualls occaſioned the ſhip to refuſe ſtays twice, and we were obliged to wear. Our pilot in theſe caſes was of little uſe, for he did not ſeem any way acquainted with our movements, only requeſting to anchor immediately. This channel from the Lima iſlands is clear of all danger; and, if neceſſary, you can always bring up in leſs than 20 fathoms. It is univerſally frequented in the N. E. monſoon.

After weathering Laf-ſammu, which bears nearly Weſt of Macao, we made a ſtrait courſe; and at 22 h. we came to in the roads in 4 fathoms, ſoft muddy bottom: the fort bearing N. 65° W., and Cabrita point S. 20° W., off ſhore two or three miles. We found the Creſcent, Company's packet, riding here, having arrived very lately from England with diſpatches. By her we had the ſatisfaction of being informed of the principal events which had occurred ſince our leaving Europe. Having been abſent from thence twenty-two months, our curioſity was highly gratified

gratified by the communication. Our people were in perfect health; and we had only to lament the loss of one man by sickness since we sailed from Plymouth Sound. CHAP. VII. 1796. December.

On our arrival I sent an officer to wait upon the Governor. In the afternoon the officer returned from the Governor, who politely offered us every civility in his power; and the following day he sent off the master of the port to carry the ship into the harbour of the Typa. On getting under way we saluted the fort with eleven guns, and they returned an equal number. At sunset we came to in the harbour; and the next morning moored the ship, with her stream anchor to the westward, in $4\frac{3}{4}$ fathoms. The town of Macao just open to us; and the harbour N. 25° W., two or three miles.

It was the end of the month before I had sufficiently recovered the use of my arm to leave the ship, when hearing there was a small vessel in Lark's bay for sale, I thought it would be highly advantageous to the voyage to purchase her; and on an examination, finding she was very well calculated for the purpose, I made the agreement on the spot, and gave the master L. 1500 sterling for her. She was schooner-rigged,

BOOK I.

1796. December. rigged, and regiſtered at 87 tons. On the 30th joined us in the Typa; on which day arrived Rear-Admiral Rainer, in his Majeſty's ſhip Suffolk, with the Swift ſloop of war from Amboyna, having come from thence through Gilolo paſſage, and bound to Madraſs on the coaſt of Coromandel. Four homeward-bound Indiamen joined them in Macao roads from Canton, and ſailed under their convoy on the 7th of January 1797.

1797. January. The weather throughout the laſt month was cold and pleaſant, varying in the night, the wind from North to N. E. in the day, with fine weather, but very hazy, and generally blowing ſtrong from ſunriſe till ſunſet, when it uſually moderated. The carpenters were buſily employed caulking the ſhip, and repairing our other defects where moſt neceſſary.

Throughout this month we were employed repairing our rigging, and in other reſpects refitting the ſhip, and repairing the defects of the ſchooner, altering the ſtep of her main-maſt, and making new ſails both for her and the ſhip.

On the 18th fired 21 guns in compliment to her Majeſty's birth day. The 20th and 21ſt were very

ſqually,

1797.

ſqually, with rain; and at times foggy weather. An Engliſh brig, called the Experiment, was nearly loſt in the late blowing weather, and only ſaved by the aſſiſtance of our boats. The winds were very regular from the N. E. quarter, and we had, with very little variation, conſtant dry and cool weather. January.

Having completed the caulking of the ſhip, the carpenters were employed in repairing the copper under water, and other neceſſary avocations. Chineſe painters were engaged painting the ſhip and boats; and the ſhip's company completing the rigging, and receiving ſome proviſions from Macao, viz. biſcuit, callivances, rice, and arrack; ſailmakers at work on ſhore, oppoſite the ſhip, where we pitched ſome tents for their conveniency, and others for the aſtronomer to regulate the going of a time-piece we had upon a trial. Winds and weather continued much the ſame; and at intervals when the wind was variable, we had ſome ſhowers of rain. February.

The Governor of Macao, with ſeveral gentlemen, dined on board. His Excellency was ſaluted with eleven guns.

The month ſet in with variable and ſqually weather, attended with frequent rain. The ſchooner, on the March.

8th,

BOOK I. 1797. March. 8th, went up to the Boca Tigris, to bring us down ſome ſtores and ſalt proviſions, which ſhe was to receive there by a chop boat from the Eaſt India ſhips lying in Canton river, with orders by no means to enter the Bogue, for fear of giving offence to the Chineſe government. Several officers took this opportunity of viſiting Canton for a few days.

13th. A Spaniſh brig arrived from Manilla, and went into Macao harbour. As the weather permitted, we completed the watering; and in other reſpects prepared for ſea. In the morning of the 18th the ſchooner returned from Bocca Tigris; and we received by her cordage, canvas, pitch, tar, &c. with ſalt proviſions, and 20 cheſts of tea. The middle and latter parts of the month the wind was chiefly from the S. E. quarter, with rain. On the 26th ſailed a ſmall cutter, called the Dragon, for the N. W. coaſt of America. The following days we had a great deal of bad weather, with thunder and lightning; and we parted our ſtream cable. Wind at South and S. S. W.

April. The ſhip and ſchooner being perfectly ready for ſea, we only waited favourable winds to proceed out of the Typa, and to receive ſome more naval ſtores from the Eaſt Indiamen lately arrived, for which I

was

was again obliged to ſend the ſchooner up to Anſon's bay.

The weather continued moderate and pleaſant from the N. E. quarter; and on the 10th we warped out of the Typa, and came to in the entrance, in 5 fathoms; Macao fort upon the hill bearing N. 45° W., and Cabarita point S. 10° W. two miles: the bar fort being juſt ſhut in with the point which forms the ſtarboard entrance into the Typa. This anchorage appeared to me moſt eligible for the conveniency of communicating with the town, and for running into the harbour when neceſſary; and if you lay two miles more to the eaſtward, you have no more water. In this ſituation you may water your ſhip with great eaſe on either of the iſlands going in, attending to the tides.

We had on board fifteen months' proviſions between the veſſels, and conſidered ourſelves perfectly well equipped for the proſecution of the voyage: our crew being in perfect health, as when we arrived. During our long reſidence we had been conſtantly ſupplied with freſh beef or pork, and plenty of vegetables. The people had alſo bread baked for them every day. Having brought out a copper oven with us for that

BOOK I. 1797. April.

purpoſe, it was now made uſe of, being ſet up on ſhore, where the tents were pitched. The Chineſe who reſided on the iſland gave us no moleſtation: on the contrary, they were of great ſervice to us, by lending us the uſe of their rope walks, and aſſiſting us to make cordage at a reaſonable conſideration.

The laſt three months I reſided chiefly on ſhore, completing a general ſurvey of the Kerule iſlands, and tranſmitting a copy of them, with my proceedings and future intentions, for the information of their Lordſhips.

I ſhould be extremely remiſs were I to neglect expreſſing the particular politeneſs and marked attention I received from Mr. Drummond and Mr. Arthur, two gentlemen of the Engliſh factory; and to acknowledge, in the higheſt terms, the reſpectful good conduct of the Governor, Seignor Don de Ponto.

The following nautical obſervations were made here by Mr. Croſley, the aſtronomer, who had a tent pitched in a ſmall bay, at the back of the village near Rocky Head in the Typa.

Latitude by meridian obſervations, 22° 9′ 40″ N.
Longitude mean of obſerved diſtances, 113° 32′ 8″ E.

By

By ſingle altitudes of the ſun, taken by Mr. Croſley, N° 45, box time-piece (made by Mr. Arnold), was ſlow for mean time 7 h. 32′ 42″.11, on the 8th of April at noon, and gaining on mean time 0″.419 per day. 1797. April.

The tides were ſo variable between 9 h. and 11 h., full and change, there was no abſolutely fixing the time of high water.

Pleaſant breezes, and fair weather from the northward. In the morning we got under way, and ſaluted the fort with 11 guns; they returned an equal number. We made ſail to the eaſtward, towards the Lantoe paſſage; but the ebb tide having made ſtrong, we could not weather the ſmall iſland of Chang-cheou, and were obliged to bring up cloſe to it in 4½ fathoms within half a mile of its northern point; Macao bearing Weſt, and Linting Iſland N. 15° E. In the evening, with a light air from the ſouthward, we weighed, and ſoon after came to in five fathoms. At day-light Ling-ting bore N. 27° E., and the ſouth point of Lantoe S. 60° E. In this ſituation we waited the return of the ſchooner, with the wind ſouth-eaſterly. Variable weather, with heavy rains from the South, and light winds. 11th. 12th. 13th.

BOOK I. 1797. April 14th. Same weather. In the night the ſchooner arrived, and in the forenoon we got under way in company with her; having light airs, but trifling, which obliged us to anchor.

15th. Light breezes, and fair wind at S. E. With the ebb tide in the afternoon we got under way, and worked through the paſſage of Lantoe. In the night we came to, and heaving up the next morning, we broke the iron ſtock of the anchor. At 8 A. M. we came to in ten fathoms; Lantoe Point N. 46° W. three or four leagues.

16th. Freſh breezes and hazy weather from the eaſtward. With the tide in the afternoon we got under way, and turned to windward. At dark we came to. A large ſwell came in from the eaſtward; and in the morning the ſchooner having parted her cable, we remained at anchor till they recovered theirs.

A

VOYAGE OF DISCOVERY

TO THE

NORTH PACIFIC OCEAN.

BOOK II.

Tranſactions during our Second Expedition to the North through the Straits of Sangaar, and on our Return home by the Coast of Corea and the Yellow Sea to Madras.

CHAP. I.

Delay of the Voyage ariſing from the Prevalence of Eaſterly Winds.—Iſland of Lamay.—Off Formoſa.—Land at the Iſland of Pa-chu-ſan.—Obſervations on it.—The Ship unfortunately wrecked on a Coral Reef near the Iſland of Typinſan.

A LIGHT air from the Weſt on the 19th. carried us in ſight of Poo-tory. At dark it failed us, and we anchored in 14 fathoms.

1797.
April 19th.

Moderate

BOOK II.

1797. April 20th. Moderate breezes and hazy weather, which ſoon increaſed to a thick fog; and we had the wind eaſterly. Having weighed ſoon after noon, we ſtood over the Lima Iſlands, and tacked cloſe in the paſſage which divides the outer iſlands; and before dark we came to an anchor near Poo-tory in 13 fathoms.

21ſt. The ſame weather ſtill continued from the E. N. E., and ſo foggy as to prevent our ſeeing the points which form the paſſage to ſea between Poo-tory and the Grand Lima. I moſt ſincerely lamented this delay

22d. ſo contrary to my expectations. Nor had we the leaſt proſpect of a change of wind to permit our getting to ſea, the breeze and fog ſtill continuing as before.

On Sunday we got under way, the fog having diſperſed; and we fetched well up with the eaſt extreme of the Great Lima, tacking cloſe in with a ſmall bay to the Weſt of the point, where are ſeveral houſes. As we ſtood for Poo-tory we had ſqually and thick weather from the N. E. quarter; and ſeeing no proſpect of clearing the paſſage before dark, we bore up, and came to an anchor in 15 fathoms; extreme point of Poo-tory bearing N. 80° E. one mile, and the extreme of Grand Lima S. 45° E. It blew ſtrong in the night, and we had a large ſwell

which

CHAP. I.

1797. April.

which ſtill continued, notwithſtanding the wind moderated the following day. As the wind kept invariably fixed in the eaſtern quarter, we employed the boats watering at the head of a ſmall bay, within a rocky iſlet on the weſtern part of Poo-tory. Many fiſhing-boats took ſhelter in it for the ſame purpoſe, as they found good anchorage, and protection from the eaſterly winds; the ſoundings were regular from five to two fathoms.

26th. Freſh breezes and clear weather, with the wind at N. N. E., induced me to get under way, notwithſtanding the heavy ſwell againſt us. We plied to the eaſtward ineffectually all the afternoon, and finding we

27th. could not weather the Grand Lima before night, and the anchorage being ineligible for the ſchooner, we were once more neceſſitated to bear up for our former birth, and came to in 12 fathoms; the point of Poo-tory E. S. E. three or four miles. Throughout the night we had conſtant lightning from the weſtward. The morning was calm, with pleaſant weather; and ſoon after noon a breeze of wind ſpringing up from the S. W. quarter, we immediately got under way, and made ſail to the eaſtward, with the ebb tide in our favour. The ſchooner not being able to weather Poo-tory, ſhe paſſed to the North of it, and

BOOK II. 1797. April.

South of Way-loang, having a clear paſſage, and no ſoundings with 13 or 14 fathoms, and before dark joined us in the offing.

I believe it is univerſally acknowledged the change of the monſoon takes place in theſe ſeas in April, or at leaſt the winds are variable; but in no one inſtance have we experienced the obſervation, having had a regular caſterly wind without the ſmalleſt variation, to our great mortification and diſappointment: for it in the firſt place very much retarded our voyage to the North; and in the next by the prevalence of the eaſterly winds and foggy weather, which concurred materially to have affected the health of our people, who were univerſally afflicted with the dyſentery, and ſome of them in a violent degree. We could only attribute it to the hazy and confined ſtate of the atmoſphere, which ſeldom permitted the ſun to appear. Yet there were ſome who ſuſpected our complaints to proceed from the water we took on board in the Typa. Be that as it may, I never ſaw better water in my life, or more care taken in procuring it. In reſpect to our ſtock, we were more at a loſs to conjecture the cauſe of their malady, and in conſequence not being able to afford them any relief; we loſt the whole of our pigs, that had been

our

our conſtant ſtock ſince leaving Otaheite, and accuſtomed to their diet.

1797. April 28th.

Light breezes and fair weather; ſtanding out to ſea between Poo-tory and the Great Lema.

At 4 h. 30 m. the eaſt point of the Great Lema bore South three or four miles, and we ſteered Eaſt to go South of Pedro Blanco.

12 h. Moderate weather, with lightning to the northward.

18 h. Very little wind: at 6 A.M. we ſaw Pedro Blanco, bearing N. 18° E. three or four miles; having run 39 miles from the time the Great Lema bore South. Dark cloudy weather, and ſqually; the wind ſuddenly ſhifted to the eaſtward. At 22 h. tacked, and ſtood to the northward.

24 h. Moderate breezes, and very hazy weather prevented our ſeeing Pedro.

Freſh breezes and dark cloudy weather. At 2 h. we ſaw Pedro Blanco N. 15° W.; and at 4 h. we paſſed on the eaſt ſide of it, within half a mile, and we had 22 fathoms, fine grey ſand. We ſtood in ſhore three leagues, but the gloomy weather prevented our ſeeing the land. At 6 h. we tacked, having 14 fa- 29th.

BOOK II.

1797. April.

thoms. At 7 h. the rock bore off us South, four or five miles.

12 h. Squally and variable, with frequent rain.

20 h. Tacked and ſtood to the North.

24 h. Thick weather. Pedro Blanco N. 52° W., three or four leagues.

30th. Moderate breezes and hazy weather. At 1 h. 30 m. we ſaw the coaſt of China to the N. W.; and at 2 h. Pedro Blanco bore Weſt, three or four leagues.

6 h. The land extended from N. 33° W. to E.N.E., four or five leagues; and we had 13 fathoms water. At 6 h. 30 m. tacked with a very light air of wind.

23 h. Freſh breezes and dark gloomy weather. At 22 h. 30 m. tacked in 36 fathoms, ſandy bottom. No ſun viſible this morning.

May 1ſt. Freſh breezes and very hazy weather. Our ſoundings gradually decreaſed as we approached the land.

The coaſt of China bore from N. 40° E. to Weſt, which extreme made a ſmall iſland. At ½ paſt we tacked in 14 fathoms, four or five leagues from the ſhore.

17 h. Tacked ſhip; and at 20 h. we ſaw the land indiſtinctly through the haze: and at noon we tacked

in

in the centre of a large bay; the points forming it N. 72° E. and S. 72° W.: an entrance to a river, or opening for boats, bore N. 35° E. We had 10 fathoms, two miles off ſhore. Off each extreme we obſerved a reef of rocks above water. 1797. May.

24 h. Very hazy weather. The ſurface of the ſea was covered with innumerable fiſhing-boats that went out of this ſandy bay.

Freſh breezes and thick hazy weather, with rain. 2d.

17 h. Strong breezes, with heavy rain. Tacked ſhip, and double-reefed the topſails.

24 h. Ditto weather. Cloſe-reefed the topſails.

Freſh gales and thick hazy weather, with continual rain. 3d.

6 h. The haze cleared away for a ſhort time, which gave us an indiſtinct view of the land to the northward, three or four leagues. Half paſt, we wore ſhip and ſtood to the S. E.

12 h. Ditto gales, with thunder, lightning, and very heavy rain, and a confuſed head ſea, obliged us to take in the fore and mizen topſails. Half paſt, wore ſhip; and the wind was moderated and variable. Set the topſails; the gale, to all appearance, having broke up.

BOOK II.

24 h. Dark and threatening weather.

1797. May 4th. Freſh breezes and dark hazy weather, with the appearance of heavy ſqualls round the horizon, which produced inceſſant rain and a calm for a few hours.

7 h. Light airs, with rain. Tacked ſhip.

9 h. Tacked ſhip.

16 h. The wind ſuddenly increaſed to a ſtrong gale from the ſouthward, which reduced us to our courſes and main-topſail; the ſchooner being preſſed with ſail to keep way with us. Towards noon it gradually cleared away to the North and Weſt, and we had more moderate weather. This agreeable change admitted our obſerving the latitude, for the firſt time ſince our departure from Macao. Sounded 25 fathoms, fine ſand.

5th. The wind left us ſuddenly, and we had clear pleaſant weather. At 9 h. a gentle breeze from the S. W. permitted our courſe to the eaſtward; and we had 26 fathoms, fine ſand and broken ſhells.

Throughout the night we had a great deal of lightning, with frequent claps of thunder, and inceſſant heavy rain. At day-light we made ſail, having a moderate breeze, with dark and rainy weather. Our

ſoundings

ſoundings were 24 fathoms. At 22 h. we paſſed over ſtrong riplings, with the appearance of ſhoal water; and our ſoundings had decreaſed to 15 and 10 fathoms, coarſe gravel and broken ſhells. We hove to while the ſchooner went a-head of us, and afterwards followed her under a ſail. Till noon we continued the ſame irregular ſoundings, varying every caſt of the lead five or ſix fathoms.

24 h. Moderate breezes, with rain.

6th. Variable weather, with continual hard rain. Our ſoundings were unequal from 18 to 17 fathoms, gravelly bottom. The ſchooner kept a-head of us, and in the night ſhe carried a light.

7 h. Light winds, with a great deal of lightning and rain. At 7 h. we ſteered N. E.

13 h. Variable winds, with heavy rain.

16 h. Strong breezes. Cloſe-reefed the topſails.

20 h. ½ paſt, we had no bottom with 30 fathoms.

24 h. Black ſand. The wind more moderate, but ſtill inceſſant rain.

7th. Moderate breezes and thick weather, with continual rain: 55, 59, and 55 fathoms, fine ſand. Theſe ſoundings were regular till after 7 h., when we had

BOOK II.

60 fathoms, black ſand; after which time we had no bottom with 100 fathoms.

1797. May.

7 h. Light airs and cloudy, with ſhowers of rain during the night. At day-light we ſaw land extending from S. E. to N. E.

19 h. The breeze died away, and we had calm ſultry weather, with intermitting ſhowers of rain. At noon the higher parts of Formoſa were obſcured, but the extremes bore from S. 68° E. to N. 40° E., four or five leagues. In this ſituation we had 114 fathoms, gravelly bottom. Dark gloomy weather.

8th. Calms and light airs, with gentle ſhowers of rain. At 5 h. we were within two leagues of the ſhore; and we tacked in 23 fathoms, muddy bottom. The coaſt was well wooded, with ſandy beaches; and we obſerved many habitations. After dark the weather cleared up, and we had a fine moon-light, which gave us an opportunity of obſerving for the latitude.

6 h. In the morning, with a light breeze we ſtood in ſhore, and fetched nearly the ſame ſituation we were in laſt evening, when we tacked; the extremes extending from N. 30° E. to S. 45° E.

9 h. Finding the wind again fixed in the N. E. quarter, and no probability of its changing to enable

us paſſing through the ſtraits of Formoſa, I thought it needleſs to loſe any more time in the attempt, and accordingly altered our courſe to the ſouthward, with a pleaſant breeze and fair weather, a pleaſure we had long been deprived of. As we ſteered along ſhore, we perceived ſeveral people on ſmall floats going out a fiſhing. Some of them came along-ſide, which gave us an opportunity to remark their curious appearance. They were ſimply compoſed of bamboos laſhed together, about 20 feet by 6 feet; the maſt fixed in a wooden ſtep in the centre, and they appeared to ſail faſt. Each float carried three men. 1797. May.

By miſtake we loſt taking the ſun's altitude at noon; but the ſchooner being within hail, their latitude will be nearly ours: when the extremes of Formoſa bore from N. 12° E. to S. 46° E.; high and ragged land, N. 35° E. to N. 75° E. four or five miles.

Over the beach we ſaw ſeveral junks at anchor; and the country ſeemed well inhabited. The iſland, called Lamay in the charts, S. 35° E. four or five leagues.

At 4h. 30m. the ſouth point of the iſland of Lamay bore Eaſt. This iſland is of moderate elevation, and not more than five or ſix miles in circumference; diſtant 9th.

from

BOOK II.

1797. May.

from Formoſa three or four leagues. It was cultivated and inhabited, as we ſaw many houſes: we alſo obſerved cattle feeding on ſeveral parts. By our run ſince noon, I make its latitude 22° 22′ N.; and it bears from the land ſet at noon, near Fort Zealand, N. 18° W. and S. 18° E.

At ſunſet we had no ſoundings; and the extremes of Formoſa bore from N. 16° W. to S. 50° E.; the iſland of Lamay, N. 10° W. to N. 7° E., off ſhore four or five leagues. This night was very light; airs and calms; and we had no bottom with 120 fathoms of line. At day-light Formoſa extended from N. 20° W. to S. 70° E., five or ſix leagues diſtant. We ſteered more to the eaſtward, for the ſouth point of Formoſa, without gaining any ſoundings; and at 21 h. 30 m. we ſaw the Vele Rete Rocks from the maſt-head. By noon we were between them and the ſouth part of Formoſa, with fine clear weather, and a gentle breeze from the weſtward. A good obſervation made the latitude 21° 50′ N.: the Rocks of the Vele Rete bearing S. 34° E., eight miles; ſouth-eaſt point of Formoſa, N. 63° E.; ſouth-weſt point, N. 35° W.; and we had no bottom with 75 fathoms. Theſe two points bear from each other S. 85° E. and N. 85° W. 12′. The ſhore between them is low, with ſandy beaches;

beaches; and at unequal diſtances are ſcattered ſome high black rocks. The land roſe gradually from the ſea, preſenting a fertile appearance, interſperſed with ſome rocky eminences: one of them very remarkable, in the ſhape of a friar's hood. Vele Rete Rocks bear N. 12° E. and S. 12° W. from the ſouth-eaſt point, diſtant 12 miles; and from the ſouth-weſt point, N. 34° W. and S. 34° E., 15 miles. We were very fortunate in having ſo good an opportunity for determining the ſituation of the above places; as they are not laid down ſufficiently correct in the charts, with reſpect to their latitude. In the paſſage we experienced a ſtrong current ſetting to the eaſtward, with ſtrong riplings.

Soon after noon we ſaw the iſland of Botol Tobago Xima bearing N. 76° E., on with the ſouth-eaſt point of Formoſa; and at 1 h. 30 m. the ſouth-eaſt point bore Weſt, and we hauled up N. N. E. At 4 h. P. M. the wind ſuddenly died away, and we had light breezes from the northward. At ſunſet the ſouth point of Formoſa bore S. 46° W.; and Botol Tobago, S. 48° E. to S. 53° E.; Low Iſland, N. 35° E., off the high land of Formoſa, four or five miles, N. 62° W. It was nearly calm throughout the night, and we found the effects of a ſtrong current ſetting to the North; for at

10th.

 day-light

BOOK II.

1797. May.

day-light we were well up with the low iſland, and we had a gentle wind from the ſouthward. The iſland of Botol Tobago Xima S. 4° W. to S. 12° W. At 18 h. the north extreme of the low iſland bore Weſt, four or five miles. A rock is ſituated North of it. This iſland was covered with verdure, and is of little extent. At noon it bore of us S. 21° W.; and the extreme land of Formoſa, North, off the neareſt ſhore three or four leagues; and we had no ſoundings. Taking a departure from Formoſa ſouth point, we are 30′ North of account.

The coaſt from the ſouth point continues low for eight or ten leagues; and two or three leagues North of it, you have anchorage in 20 and 15 fathoms, half a mile from the ſhore; and ſeveral ſtreams of water very convenient to be got at, a-breaſt of you. In 22° 30′ N. the high land commences, riſing abruptly from the ſea; and the very ſummits of the mountains clothed with wood. Theſe immenſe mountains take the direction of the iſland, nearly North and South.

	Lat.	Long.
South-eaſt point of Formoſa,	21° 53′ 30″	120° 47′
Vele Rete Rocks, -	21° 43′ 0″	120° 44′ 12″
Botol Tobago Xima, N. Point,	22° 05′ 0″	121° 35′ 0″
Botol Tobago Xima, S. Point,	22° 0′ 0″	121° 41′ 0″
Low Iſland or Tobago, -	22° 40′ 0″	121° 32′ 0″
Little Botol Tobago Xima,	21° 54′ 0″	121° 47′ 30″

We

CHAP. I.

1797. May 11th.

We ſet the rigging up fore and aft. At 4 h. a breeze ſprung up from the N. E., and we ſtood in ſhore till paſt 6, when we tacked within ½ a mile, having no ſoundings with 100 fathoms. The extremes of Formoſa, ſeen indiſtinctly through the haze, bore from N. 8° E. to S. 18° W.; a ſmall ſtream of water through the vallies bore S. 18° W. Our eſtimated latitude was 23° 12′ N.; but the current ſtill continuing, will make our ſituation more northerly.

Count Benyouſky is ſaid to have found a harbour on this part of the coaſt, but we ſaw nothing wearing that appearance. We lay to till 10 h., when the ſchooner having joined us, we ſtood to the N. E., having the wind at N. N. W. After midnight we had a ſteady wind from the N. E. quarter, with dark gloomy weather, and frequent ſhowers of rain. We had ſight of the ſun about noon, but could not depend upon it.

12th. This day we had the misfortune to find the foremaſt rotten, extending through the centre of the maſt, from the heel upwards above the mainſtays. It was diſcovered after the rigging had been ſet up, by the maſt ſettling and renting below the wedges, opening ſo much as to diſcover the internal part to be entirely

BOOK II.

1797. May.

decayed, leaving ſix inches diameter of ſound wood outſide. We prepared by fiſhes, and wedging the maſt in the upper deck, to make it do for the voyage: the carpenter thinking it practicable, as our fiſhes were the length of the maſt; and for the preſent we carried very eaſy ſail, and got the top-gallant maſt down upon deck. At 9 h. we tacked, and throughout the night we had moderate weather. At 21 h. we ſaw an iſland to the northward; and at noon we were within three or four leagues of it, when it extended from North to N. 23° E. No obſervation.

13th. At 4 P. M. the iſland bore from N. 55° E. to N. 74° E., when we tacked in hopes of getting cloſe to it before dark, in which we were diſappointed; for at 7 we were at the ſame diſtance from it, when it extended from N. 18° W. to N. 20° E. Several fires were lighted upon it immediately after dark; and we had no ſoundings with 100 fathoms. At midnight we tacked: at 5 A. M. the iſland bore from N. 38° W. to N. 53° W., five or ſix leagues; and we ſaw more iſlands to the eaſtward. The forenoon we had light airs and pleaſant weather, and we ſtood to the North. By our obſervation at noon it appeared we had experienced a ſtrong current, which had ſet us N. 43° E., 88 miles the firſt day after leaving Formoſa. As the ſchooner,

in

in the morning of the 11th, had ſeen the above iſland, its quartered direction was N. E. and S. W., about five or ſix miles, of moderate elevation, falling abruptly at each extreme, with a peaked hill in the centre. At noon it bore from S. 86° W. to S. 76° W., about ten miles; Hummock Iſland, S. 46° E.; and another more extenſive, S. 65° E. to S. 85° E., near ſix or ſeven leagues. Theſe two we had ſeen laſt year. 1797. May.

Light airs continued till ſunſet; and throughout the night it was clear and ſultry weather. At 6 h. 10 m. the weſtern iſland bore from S. 82° W. to Weſt; Hummock Iſland, S. 41° E.; and the eaſtern iſland, S. 64° E. to S. 88° E. At ſunriſe a gentle breeze permitted our ſteering towards the iſlands; and at 22 h. the Hummock Iſland bore of us South, eight or ten miles. It appeared broken and rocky, and of very little extent. From the main-top we could diſcern a ſandy iſland, noticed laſt year, which now bore S. 30° E., on with the weſt point of the eaſtern iſland. At noon we were within three miles of this land, which was highly diverſified by wood, and preſented a very fertile proſpect; but we could not reach the bottom with 100 fathoms. The entrances extended from South to N. 60° E.; Hummock Iſland, S. 22° W.; a ſmall bay, S. 45° E.: the ſouth point four or five 14th.

BOOK II. 1797. May.

miles. We ſaw ſome canoes paſſing cloſe in ſhore; and the ſchooner was directed to keep between us and the land.

15th. We ſteered in the direction of the iſland, at a league diſtance. At 4 h. we were a-breaſt of a ſmall iſland off the N. E. part. It was low and flat, covered with bruſh-wood and coarſe graſs. An extenſive reef, partly dry, extended from each extreme. This ſmall iſle is very little diſtance from the larger one, which tended to the S. E. from its north extreme; and we ſteered Eaſt for another iſland, which we had paſſed laſt year on its eaſtern ſide. We ſoon after diſcovered the range of low iſlands joining each other by coral reefs, that ſeemed to exclude any paſſage between the two large iſlands; and yet we had no ſoundings. At 7 h. the iſlet bore from 53° W. to 65° W., four or five miles, on with the north extreme of the ſouthern large iſland; extreme of ditto, S. 18° E.; Peaked Iſland among the reefs, S. 25° E.; the other iſland about Village point extreme, S. 55° E., and extending to N. 74° E., five or ſix leagues. At 11 h. we hauled our wind, and remained plying till daylight, when the extremes extended from N. 80° E. to S. 10° W. three or four leagues off ſhore; and the iſland we had paſſed in the afternoon bore from S. 30° W. to S. 60°

CHAP. I.

1797. May.

S. 60° W. In the forenoon we had light airs and ſultry weather, which prevented our approaching the land; I therefore diſpatched a boat to acquire ſome knowledge of the inhabitants, whom we plainly diſcerned with our glaſſes. I was prevented laſt year from gaining any information reſpecting them by bad weather; and hitherto we could find no ſafe anchorage from the depth of water and corally bottom.

At noon we were within four miles of the ſhore, abreaſt of a bay overrun with reefs; and we had 125 fathoms water, hard ground: the extremes bearing from N. 56° E. to S. 48° W. The iſland in this part was contracted to a narrow iſthmus, and South of it was a conſpicuous ſugar-loaf hill.

16th. Towards the evening the boat returned from the ſhore, having been protected by the ſchooner during the time they had landed. With ſome difficulty they found a paſſage through the coral reef which extends along the coaſt nearly half a mile off: within it the boat was well ſheltered; and without the reef their ſoundings were irregular from fifty to five fathoms.

They

BOOK II.

1797. May.

They had the good fortune ſoon after diſembarking to find a path-way, which ſoon led them to a ſmall village, conſiſting of about 30 houſes. On entering one of them they found an elderly man, who treated them with great civility, and offered refreſhments, which they partook of. The reſt of the inhabitants entirely deſerted their houſes, but obſerving the peaceable behaviour of the maſter (Mr. Chapman), on re-embarking they joined their party at the water's ſide, excepting the women who were ſeen at ſome diſtance in the country.

Theſe people were different in ſome reſpects in their appearance both to the Chineſe and Japaneſe. Their hair was rolled up to the crown of the head, and faſtened with two metal pins; and they were dreſſed in looſe linen gowns and trowſers. They ſaluted the officers by joining their hands and lifting them to their heads in a ſlow manner. The houſes were of one ſtory, of a ſquare form, and the roof meeting in a point, and thatched with coarſe reeds: the inſide of them were neat and clean, and covered with matts upon which they ſlept. The name of the iſland they called Patchuſan, and the large one to the weſt of it Rocho-o-ko-ko. Their produce was the ſame, both iſlands abounding by their deſcription in rice, millet, ſweet

ſweet potatoes and tarro. They have alſo black cattle and horſes, peaches and limes; and from appearances our gentlemen were led to judge they poſſeſſed many other articles which their ſhort ſtay prevented their aſcertaining.

They appeared harmleſs and inoffenſive in their manners; nor did they ſhew any arms or weapons of defence.

Light airs and favourable weather. At 5 h. the boat returned, and we ſtood to the north-weſtward with a freſh breeze. At 7 h. the extremes of Patchuſan bore from Eaſt to S. 20° E., and Rocho-o-ko-ko S. 10° W. to S. 42° W. 16th.

12 h. Moderate weather; wore ſhip.

17 h. At daylight the north extreme of Patchuſan bore S. 65° E., and at noon it bore S. 14° W. ſix leagues. The Peaked Hill S. 30° W., and we ſaw no other land. The carpenters employed hooping the fiſhes on the foremaſt, and the ſeamen woolding the maſt; which enabled us to carry the foreſail reefed, and fore-topſail cloſe reefed.

We ſteered Eaſt with the intention of examining the north ſide of the iſlands we had paſſed to the 17th.

BOOK II.

1797. May.

South laſt year; and the ſchooner's ſignal was made to ſteer E. by S. At two P. M. we juſt diſcovered a ſmall ſandy iſland from the deck, bearing S. 15° E. five leagues. At 3 h. we ſaw another iſland bearing Eaſt, and we hauled E. N. E.; and at 4 h. the ſchooner's ſignal was made to haul her wind upon the larboard tack. At ½ paſt 5 we hauled our wind, and ſhortened ſail for the ſchooner to come up with us. At 7 P. M. an hummock making like an iſland, beyond the extreme of the other iſland, bore S. 60° E.; and the extreme point of land ſeen bearing Eaſt, now bore S. 10° W. about five leagues. At this time the mate of the watch from the maſthead reported there was no land to be ſeen to the Eaſt or North of the Hummock Iſland, nor in any other direction; neither was there the ſmalleſt danger in view from the appearance of the coaſt to the S. E. on our lee-beam. I therefore ſtood on, meaning to tack at 8 hours, and ply to the windward till daylight. The moon we expected to riſe at midnight, and the ſchooner was not yet up in her ſtation. The ſhip lay N. E. ½ N. going 4½ knots with her main tack on board. Immediately after taking the bearings, I left the deck to protract our ſituation; which I found to be on the north ſide of the iſland we had paſſed on the 3d of December laſt year (called by the

the natives Typinſan), and which blowing weather prevented our having any communication with.

CHAP. I.

1797. May.

About half after ſeven white water was ſeen a-head and upon each bow, and reported to the officer of the watch (Lieut. Vaſhon); and almoſt directly after, the ſhip ſtruck upon a reef of coral rocks. Having felt the ſhock, which was not violent, I inſtantly went upon deck, and by the way met Mr. Vaſhon coming to acquaint me with the diſaſter. The officers and men were upon deck in a moment, and the ſails directly braced aback. It appeared to me the helm was a-weather, and the ſhip's head about E. N. E., ſails all full. Had the helm been put a-lee on ſeeing the danger, I think we ſhould have eſcaped it.

The proper ſignals were made to the ſchooner, and the maſter ſent to anchor her as near as poſſible, to heave by her. The ſhip ſoon after paid off, with her head to the eaſtward; and we hauled up the mainſail, ſhivering the other ſails, to let her go round without acquiring head way: before ſhe paid off to the ſouthward, ſhe again ſtruck fore and aft, and remained fixed at laſt with her head due South. Breakers were then upon each bow, and we had from

BOOK II.

1797. May.

five to fifteen fathoms in the ſtarboard chains, and only 2½ fathoms at times both a-head and a-ſtern. Having choked the rudder, the topmaſts were ſtruck; and we began hoiſting the boats out, the lower yards having been kept up for that purpoſe. At this time the ſhip did not ſtrike violently, and had only made 19 inches water. Unfortunately the wind freſhened from the N. N. W., and the ſea began to break with great force, which ſoon knocked the rudder off: we ſecured it with hawſers. It was now 9 o'clock, and we only waited the ſchooner's anchoring, to attempt heaving off; and in the mean time began hoiſting out the long-boat; during which period the ſhip made water very faſt; and the violent ſhocks ſhe received, rendered it doubtful whether the maſts would ſtand. The water increaſed ſo much upon the pumps, that before the long-boat was out we had ſeven feet water in the hold. At this time the ſchooner had anchored near us in 25 fathoms, and the maſter returned on board, when the ſhip ſuddenly changed her poſition, ſwinging round from South to North by the Eaſt, and ſtriking more violently than ever. Before we could carry our hawſers to the ſchooner, the carpenter reported the water up to the orlop-deck, and the ſhip having bilged forward; we therefore gave up the idea of attempting to heave

off, for had we ſucceeded, the ſhip muſt inevitably have foundered. The ſpare pumps were down the fore hatchway, but the water ſtill increaſing upon the gun-deck, rendered all our exertions uſeleſs. The officers were unanimous with me in opinion, that nothing could be done to ſave the ſhip; and to cut away the maſts would have no effect upon her, as ſhe was ſettling faſt forward from her being bilged, as we imagined, in her larboard bow. It now became highly neceſſary to preſerve the people, and the boats were ordered ready for their reception; while they were employed trying to collect arms and ammunition, with armourers' and carpenters' tools. But the ſhip laying nearly on her beam ends, and the gun-deck being full of water with the waſhing of the bulk-heads to and fro, cheſts, &c. prevented their ſaving many. On one ſide of the ſhip we had only 6 feet water, and on the other 3½ fathoms. The fore part of her was immerſed in the ſea, and the ſurf breaking over the upper deck. As nothing more could be procured for the preſent, the ſhip's crew were ſent into the boats, which was happily effected without any accident; and ſoon after 11 o'clock they reached the ſchooner in ſafety, and with the loſs, both officers and men, of every thing belonging to them. The pinnace returned for myſelf and the remaining officers;

and

BOOK II. 1797. May.

and at half an hour after midnight we quitted the Providence, leaving her a perfect wreck to the mercy of the ſea.

The moon roſe at about 12 h., and the wind increaſed; but having both anchors down in foul ground, we thought it prudent to take one of them up. At 4 A. M. we parted the other cable; and fortunately caſting the right way we made ſail, and moſt happily eſcaped another ſhipwreck, which muſt have proved fatal to many of us. We were now doubly thankful in our preſent ſituation, miſerable as our proſpects were: but by compariſon of what our fate had nearly been, we had every reaſon to be contented with our lot, and to rejoice in our preſervation.

CHAP. II.

Singular Humanity of the Natives of Typinſan to us, in our diſtreſſed Situation.—Deſcription of their Country, Manners, and Habitations.—Groupe of the Madjicoſimah Iſlands tributary to thoſe of Lieuquieux.—Arrival in the Typa.—Diſpoſal of Part of the Crew on board his Majeſty's Ship Swift.—Departure from China to ſurvey the Coaſts of Tartary and Corea.

CHAP. II. 1797. May.

At day-light we had freſh breezes and hazy weather; wind from the N. N. W., and the maſter was diſpatched to the wreck of the ſhip, to ſee if any thing could be preſerved for our future ſubſiſtence, and for the better equipment of the ſchooner. In the mean time we plied off the reef, and at noon obſerved in the latitude of 25° 2′ N.; the Iſland Hummock, S. 35° E. four leagues; extreme land, S. 10° W.; ſhipwreck, two cables; outer part of the reef, N. 40° E.; and we had 56 fathoms, rocky bottom.

18th. In the afternoon the maſter returned from the wreck, with the long boat full of unwove cordage, ſails, &c. which they had unbent, and the kedge anchor,

BOOK II. 1797. May.

anchor, with a 7 inch hawſer. All theſe articles were of great uſe to us, particularly the anchor.

They found the larboard ſide of the ſhip entirely immerſed in the ſea, up to the hatchways, and the ſea making a fair break over her. The decks were partly blown up, and the bulk-heads fore and aft entirely waſhed away. Every moveable article was gone; nor was there any ſigns of books, nautical or mathematical inſtruments of any kind remaining, to my great mortification and diſappointment.

The officers and people were equally unfortunate; finding their property either deſtroyed, or below the decks where they could not get at it. In the cabin they found ſeveral ſtand of arms, cutlaſſes, &c. which, in our preſent ſtate, were to us of eſſential conſequence.

As the Maſter found it impoſſible to procure any thing more from the wreck that could be of real uſe, and our quantity of water being very ſcanty for our numbers, it became a principal conſideration to procure ſome from the iſlands; as alſo, in the event of not getting any proviſions from the ſhip, our exiſtence depended upon adding to our ſtock in the ſame manner:

ner: and we knew Typinſan to be inhabited, and moſt probably equally productive with the other iſlands.

After clearing the boats we therefore made ſail to the ſouth-weſtward, with them in company; and at 6 P. M. we bore up to the ſouthward, ranging a ſmall iſland, which bears E. N. E. from Hummock Iſland, about 12 miles the weſtern point of it. There is a paſſage between it and Typinſan, but it did not appear very clear of dangers. At dark we brought to for the night, having 50 fathoms within one mile of the ſhore. This iſland was of moderate elevation, and very little extent.

At day-light we were diſtant three or four leagues from Typinſan; and we ſteered N. E. to paſs between it and the other iſland, in hopes of finding anchorage. As we approached the ſhore we had great overfalls, varying from 15 to 2 fathoms; and in many parts the ſhoals were nearly dry. By frequent tacking and wearing we at laſt cleared them, and came to an anchor in 13 fathoms, cloſe in with the S. E part of the ſmall iſland, where there appeared ſome proſpect of procuring wood, water, &c. A canoe immediately came off to us, and to them we expreſſed our wants,

 which

BOOK II. 1797. May.

which they ſeemed to comprehend, as they left us directly, and ſoon after returned with water. From the veſſel, we could ſee two large villages; and a boat, with an officer, went to each of them. They were received in the moſt friendly manner, and the boats

19th. returned full of water. In the afternoon they ſent in canoes a much larger quantity, with ſome wood and large packages of canary ſeed, alſo ſome poultry and pigs, without aſking for any thing in return, or ſeeming to expect it. They ſtrongly expreſſed a deſire for us to proceed to the eaſtern village, where they could more conveniently ſupply our wants. As the weather continued favourable, early the next morning the long-boat and cutter came, ſent to the wreck of the ſhip in ſearch of proviſions; and at 21 h. we got under way, and turned to windward, with an eaſterly wind, towards the village ſituated in that direction at two or three leagues diſtant.

In our traverſes we met with a ſucceſſion of reefs, having deep water between them; and at laſt with great difficulty, and once touching upon a coral rock, we came to an anchor in 3½ fathoms, oppoſite the village, and near ſeveral ſmall junks. Our friends made us welcome with a boat-load of wood, and three large hogs. The afternoon was rainy unpleaſant weather, with

with a ſtrong ſoutherly wind; and we had no communication with the ſhore. After breakfaſt, on the following day, we paid a viſit on ſhore to our humane friends, who received us with the greateſt civility, in a large and convenient houſe well adapted to the country: the floors were well matted, and every thing relating to the furniture extremely neat. On theſe mats we ſat in the Oriental cuſtom, and partook of the refreſhments they offered, ſuch as, tea, pipes and tobacco. Several venerable old men encircled our party, dreſſed in large looſe gowns of fine manufacture, ſimilar to tiffany, of various colours and different patterns. Theſe flowing garments were tied round the middle with a ſaſh; and they alſo wore trowſers and ſandals. The crown of their heads were ſhaved, and the hair from behind brought up to a knot on the top, and ſecurely faſtened by metal pins, in the Malay ſtyle. They made uſe of fans univerſally; and ſome wore neat ſtraw hats tied under the chin. The aged men had moſt reſpectable beards.

The houſe appeared to belong to the principal people, and was ſituated in an elevated ſituation, at ſome little diſtance from the ſea, environed by a ſquare wall of ſtones 12 feet high, leaving a gateway to enter by, over which was a guard-houſe. The rooms were

BOOK II. 1797. May.

ſpacious, opening on the ſides, with projecting balconies. We found no difficulty in making them comprehend our wants; but extreme ſatisfaction in finding they had not only the inclination but the power of ſupplying them.

After taking leave we were deſirous of walking about the town, which they ſtrongly objected to; nor could all our perſuaſions induce them. Not wiſhing in our preſent circumſtances to give any offence, we gave up the point, and proceeded in the boat ſome diſtance to the watering place, where we found the inhabitants moſt cheerfully aſſiſting our people in drawing water from a ſtone well, that had been made for watering the adjacent plantations. They aſſured us, it would alſo anſwer for waſhing; and for drinking they would ſend us ſome better.

20th. The afternoon was fine, and our friends ſent off rice, wood, and water. The night was rainy, with unſettled weather; and in the morning we had the wind at S. W., with the proſpect of fair weather, which induced me to ſend another boat, with a party of marines, to trace the beach oppoſite to the wreck, in caſe of any proviſions coming on ſhore, or to aſſiſt the other boats if neceſſary. Strong ſqualls of wind ſoon put

put a ſtop to their expedition; and we were obliged to let go another anchor, to prevent driving on ſhore. This boiſterous weather continued ſo as to alarm us for the ſafety of the other boats; but in the evening, to our great joy, they returned in ſafety. They had viſited the wreck, but could not procure any proviſions from her, or by tracing the coaſt, where it was naturally conjectured they would drift to. The ſhip remained with her ſtarboard ſide juſt above the ſea; and they had cut her maſts away, expecting they would come on ſhore. The maſter had viſited Hummock Iſland, which, to their ſurpriſe, they found inhabited: it was inacceſſible except in one part, but cultivated with potatoes, &c. In the building of the houſes they obſerved ſeveral pieces of ſhip timber; and in ſurrounding the iſland, they ſaw ſeveral human ſkulls in the caverns formed by the rocks, probably the remains of ſome ſhip more unfortunate than ourſelves.

Before their arrival at the iſland, the inhabitants had brought them water and potatoes; and in many other inſtances, during their abſence, did they receive the ſame kind attentions. Theſe good people were fully acquainted with our misfortune, and naturally conceived our greateſt wants were the articles of life, which,

BOOK II. 1797. May.

which, ſuch as they poſſeſſed, they parted with in a moſt friendly manner.

As it plainly appeared from the maſter's repreſentation we had nothing to expect from the wreck of the ſhip, any unneceſſary delay here became dangerous from the want of proviſions, having a very inſufficient quantity even at ſhort allowance, conſidering our paſſage to Canton was to be made againſt the S. W. monſoon; and for ſo numerous a crew (viz. 112 ſouls) we could only carry three weeks' water: added to which, the ſmallneſs of the veſſel prevented more than one fourth of the number being below at the ſame time; and we had to dread every complaint among the people, who were without clothing and deſtitute of every comfort, ſhould we have to encounter bad weather. It was my idea, had we ſaved a ſufficient quantity of proviſions from the ſhip, to have left ſeventy men on the iſland while I proſecuted the voyage in the ſchooner, returning for them in the N. E. monſoon, after concluding the ſurvey to the North: but I much fear, from the diſlike the inhabitants had to our ſeeing the country, they would have prevented the execution of my plan, at leaſt with their conſent; and without their approbation it would not have been adviſable.

In

1797. May 23d.

In the morning of the 23d we received from our friends the remainder of their preſents, which amounted in all to 50 bags of wheat, 20 of rice, and 3 of ſweet potatoes; each bag containing 1 cwt.: alſo, one bullock of 3 cwt., ſix large hogs, and plenty of poultry. Indeed whatever we aſked for they immediately ſent us; but our ſmall veſſel would not admit any thing more: and what was moſt acceptable, they gave at laſt all their jars full of water, containing five gallons each, at leaſt as many as we could ſtore upon deck.

In the courſe of the day the heel of the ſhip's foremaſt went paſt; alſo a great deal of her planking. We towed the maſt on ſhore, and took the iron hoops from it that we had ſo lately put on. The maſt itſelf was perfectly rotten.

When the ſchooner was ready for ſailing, accompanied by the officers, we paid our laſt viſit, carrying with us ſome trifling preſents, the moſt acceptable we had. We endeavoured to make them comprehend how ſenſible we were of their kind attention, and I believe we ſucceeded, as they accepted our gifts with great ſatisfaction, particularly a drawing of the ſhip and a teleſcope. After partaking of their refreſhments,

BOOK II. 1797. May.

ments, theſe venerable old men accompanied us to the beach, where the long-boat, completely rigged, fitted with ſails, &c. lay at anchor, ready for their acceptance. They received her with great joy, and directly took poſſeſſion. Thus did we part moſt amicably with theſe humane civilized people, not unaffected by the favours we had received from them in our diſtreſſed ſituation.

To the N. W. of Typinſan is a ſmall iſland called Corumah, between which and Eraboo (the iſland where we firſt anchored) is a paſſage to the ſea; but the maſter repreſenting it rather intricate, we preferred the old channel we had come in by, having two boats a-head to warn us of danger. With theſe precautions we got under way in the morning; and at noon the rocks of Eraboo ſouth point bore North, two or three miles; the iſland of Aſhumah, ſituated to the Weſt of the ſouthern part of Typinſan, S. 20° E., three or four miles; the weſt extreme of Eraboo, N. 70° W. An indifferent obſervation made our latitude 24° 42′ 30″ N.: the wind from the S. E. quarter, with fair weather. Our ſoundings varied from 3 to 12 fathoms; and the clearneſs of the water pointed out the ſhoalieſt ſpots. When we brought the weſt point of Eraboo and the iſland of Aſhuma in one

bearing, N. W. and S. E., we had paſſed the ſhoal water. The boats were called on board, and we made ſail to the N. W., ranging Eraboo at the diſtance of three miles.

24th. After rounding the weſt point of Eraboo, we hauled up N. N. E.; and at 4 P. M. we had ſight of the wreck, and paſſed ſeveral planks and a caſk of hops, which the boats picked up. Before the ſhip was ſeen we plainly obſerved the reef, the ſea breaking upon it very high: yet there was no more wind, only in a different quarter, when the ſhip ſtruck; and inconceivable is it may and does appear, the breakers were hardly ſeen before the ſhip was on ſhore. Such was our unhappy deſtiny, to be caſt away, even when we had not or could not apprehend the leaſt danger from appearances, or from any foreſight of mine, and depending upon a good look-out to be kept after dark, agreeable to my written orders, and conſtant directions both day and night.

We ſteered N. E. from 4 to 6 P. M., when the outer breakers, within them were rocks above water, bore S. 15° E. on with Hummock Iſland, two or three miles diſtant; and we had no ſoundings with 100 fathoms. In this ſituation we ſaw no land to the eaſt-

BOOK II. 1797. May.

ward of the Hummock. Our eſtimated latitude was 25° 13′ 30″ N., and longitude 125° 12′ E. The hull of the ſhip was juſt viſible, and the ſea made a continual breach over her.

This groupe of iſlands, off which the ſhip was loſt, conſiſts of ſeventeen iſlands. They are of different ſizes, and many of them very ſmall and uninhabited. They extend from 24° 10′ North to 24° 52′ 30″ N. latitude, and from 123° 2′ Eaſt to 125° 37′ E. longitude. The inhabitants diſtinguiſhed them by the name of Madjicoſemah, as we underſtood them: they were tributary to Great Lieuchieux, or the Liquieux Iſlands.

Freſh breezes and cloudy weather. At 1 h., having cleared the ſhoals, we made ſail as per log; the boats following under ſail. At 5 h. the wreck of the Providence bore S. 31° E. three or four miles. At ſunſet ſhortened ſail, and took the boats in tow for the night; Hummock Iſland, on with the outer part of the reef, S. 15° E.; and we had no ſoundings with 100 fathoms; the reef diſtant two or three miles. Our eſtimated latitude 25° 13¼′ N., and longitude 125° 12′ E. Under eaſy ſail we ſteered to the weſtward; and during the night we had thunder, lightning, and rain.

Variable

Variable weather, with rain and a confuſed ſea. CHAP. II.

1797. May 25th. Freſh breezes and ſqually weather: exceſſive ſultry, with conſtant rain. The wind at laſt fixed to the North, and we ſteered to the S. W. The rain continued throughout the evening.

At half paſt 10 h. we ſaw land bearing from S. E. to S. W. by S.; and no ſoundings with 70 fathoms.

At daylight the extremes of Pachuſan from Eaſt to S. S. W. ſix or eight leagues. At 22 h. 30 m. we ſaw the ſmall iſland to the weſtward, which at noon bore N. 57° W.; and the ſouth point of Rocho-o-ko-ko, S. 15° E. three or four miles: the other extreme, N. 73° E.

26th. Soon after noon the cutter returned, having examined a ſmall bay that afforded anchorage on the N. W. ſide of Rocho-o-ko-ko. A canoe brought them off water and potatoes. Surely theſe iſlands were acquainted with our misfortune. At 6 h. the extremes of Rocho-o-ko-ko extended from N. 65° E. to S. 85° E. five or ſix leagues; Hummock Iſland, S. 55° E. eight or nine miles. At 11 h. wore ſhip.

BOOK II. 1797. May.

Light breezes, with ſhowers of rain. At day-light Hummock Iſland, S. 73° E.; Rocho-o-ko-ko, from N. 49° E. to N. 73° E; and Weſt Iſland, N. 56° W.; when we tacked and made ſail, the boats in company.

Light breezes and dark cloudy weather; wind increaſing at noon: Hummock Iſland, N. 65° E. ſix or ſeven leagues.

27th. Light breezes and cloudy weather, with ſhowers of rain and frequent thunder and lightning, which rendered our ſituation truly uncomfortable from the numbers obliged to be upon deck; and below, the heat was exceſſive.

12 h. Light airs and variable, with inceſſant rain.

24 h. Squally weather, with ſhowers of rain.

28th. Heavy ſhowers of rain, which brought the wind round to the weſtward, and we ſteered S. S. W.

7 h. Took the boats in tow as uſual for the night.

12 h. Freſh breezes and fine weather.

At 22 h. we ſaw the iſland of Tobago, ſituated near Formoſa, bearing N. 75° W.; and at 23 h. 30 m. we made Botol Tobago Xima, bearing S. 34° W. At noon

noon the former extended from N. 65° W. to N. 75° W., and the latter from S. 25° W. to S. 30° W. 10 or 12 leagues.

29th. At 4 m. paſt Botol Tobago Xima bore S. E. and the ſouth point of Formoſa S. W. ½ W. about 10 leagues. At 10 h. we were by eſtimation in the latitude of it, when we ſteered South, not intending to paſs between Formoſa and the Vele Rete rocks. The night was cloudy, with rain.

13 h. At daylight we had run 25 miles, when to our great ſurprize, the ſouth point of Formoſa bore of us S. W. by W. four or five leagues; and at noon after running S. W. 21 miles, it was ſtill three leagues in the direction of S. 40° W. Towards noon the wind moderated, and we could make no way againſt the northerly currents, which occaſioned a confuſed againſt the wind. Botol Tobago Xima extended from N. 84° E. to S. 88° E., and the north extreme of Formoſa N. 10° E. No ſoundings three miles off ſhore.

30th. Light airs and cloudy weather carried us inſenſibly towards the land, when we experienced a counter-current in our favour, which ſet us in the direction

BOOK II.

of the ſhore to the ſouthward. The cutter kept cloſe in to examine the coaſt, which in this part is a little indented. They found good anchorage in 15 and 20 fathoms, about half a mile, with ſeveral runs of water and many herds of cattle feeding, but no ſigns of habitations or any cultivation.

1797. May.

15 h. At ſunſet the extremes of Formoſa from S. 25° W. to N. 5° E.; centre of Botol Tobago Xima N. 80° E. The ſouth point is low, flat, and rocky off Formoſa; and at 8 h. it bore Weſt two miles: we had no ſoundings. At 10 h. a ſtrong breeze came from the North, and we hauled cloſe round Formoſa, paſſing N. of Vele Rete rocks. After midnight the wind moderated, but remained in the N. E. quarter. At noon the high land on the S. part of Formoſa N. 65° E. 10 or 12 leagues.

31ſt. Moderate breezes, gradually decreaſing; at 2 h. we loſt ſight of Formoſa.

10 h. Squally weather, with rain, which continued; the weather ſultry: a great deal of thunder and lightning.

20 h. Fine and pleaſant weather; breeze increaſing. We frequently paſſed over riplings, with the appearance of a ſtrong current ſetting to the weſtward.

Moderate

CHAP. II.

1797. June 1ſt.

Moderate winds, ſmooth water, and very pleaſant weather.

7 h. Calm and clear weather.

11 h. Light breezes.

20 h. The longitude ſhewn by the watch till our arrival, is corrected for its error off Formoſa, where it ſhewed the longitude too much by 1° 30′. It has never gone well ſince ſailing. Light airs and variable weather.

2d.

Very light winds, inclining to calms. In the afternoon we tried, and found the current ſet to the weſtward.

4 h. Saw a Chineſe fiſhing-boat.

6 h. Sounded in 52 fathoms; ſmall gravelly ſtones and ſand.

12 h. Calm and fine weather.

18 h. Light breezes; ſeveral fiſhing-boats in ſight.

24 h. Smooth water, and very warm weather.

3d.

Freſh breezes and very pleaſant weather.

4 h. 46 fathoms, muddy bottom.

7 h. 52 fathoms, ditto bottom.

12 h. 50 fathoms, ditto bottom. Light ſhowers of rain.

22 h. At 11 h. A.M. we ſaw the Lema Iſlands

to

BOOK II.

to the W. N. W., and we altered our courſe. At noon the Grand Lema N. 47° W. four or five leagues.

1797. June 4th.

Freſh breezes and very hazy weather. At ½ paſt two the Great Lema bore Weſt 1½′, and by its known longitude 114° 26′ E. We have been 1° 20′ Weſt of our account ſince leaving Formoſa. By our run from noon its latitude will be 22° 4′ N. We ſteered as per log till 8 hours and a half, when we hauled up between Lafsammu and Lantoo Point, and came to in 12 fathoms, the point bearing S. E. four miles.

11 h. At daylight we got under way with a fine breeze, and at 20 h. we were abreaſt of Lintin. A boat was diſpatched from hence to Macao with an officer to acquaint the governor with my return, and to order proviſions.

We ſteered N. by E. ½ E. for Lankeet Iſland carrying 10, 8, and 7 fathoms, till we came within ſight of Sampanchow, and then only 5 fathoms. Within two or three miles of Lankeet we gave it a good birth to paſs to the Eaſt of Sampanchow, and ſoon increaſed our water to 10 fathoms. At noon Sampanchow Weſt one mile.

With

CHAP. II.

1797. June.

With a ſtrong flood-tide we ſoon paſſed through the Boca Tigris, and diſcovered 13 large ſhips at anchor up the river. At 5 h. we were viſited by ſeveral of their boats, who informed us they were homeward-bound Eaſt Indiamen. They obligingly offered us every aſſiſtance, and we purſued our courſe up the river, having no occaſion to accept their civilities at preſent. At 8 h. when above the ſecond bow, keeping too near the ſtarboard ſhore, we got a-ground, and remained ſo till 10 h., when we hove off into the ſtream, and continued at anchor till day-light; at which time we got under way, and by 8 A.M. came to at Whampoa in four fathoms. Here we found two ſhips from Port Jackſon, having laden with tea on the Company's account, the Alfred and Creſcent, Eaſt India ſhips, going down the river.

I immediately proceeded up to Canton in the pinnace, to conſult with the ſupercargoes in procuring proviſions, and to regulate the diſtribution of the ſeamen into the India ſhips. About noon I reached the Engliſh factory, and waiting upon Mr. Hall, the chief, I ſoon arranged my buſineſs (the captains of the Indiamen being on the ſpot); and in the afternoon the ſchooner left Whampoa to remain at the Second Bar till I returned in the pinnace. The night was

 rainy,

BOOK II. 1797. June. rainy, which continued at intervals during the day. Early in the morning of the 6th. arrived the firſt Lieutenant of the Swift ſloop of war, with diſpatches from Rear Admiral Rainier, which contained the intelligence of a Spaniſh war.

6th. In the morning I had a conference with one of the principal Hong merchants, who was deputed from the city to enquire into the particulars of my arrival, with the reaſons for ſo doing. In the preſence of Mr. Hall I explained the cauſe of my coming up to Whampoa; requeſting at the ſame time the Chineſe government would ſupply my wants before I quitted the river. He then left us to report the ſame.

7th. The afternoon was cool and pleaſant after the rain, but the following day we had exceſſive heat. Not finding it neceſſary to remain any longer to expedite our receiving refreſhments, which Mr. Hall was pleaſed to take upon himſelf, I took my leave of the gentlemen of the factory, to whom I am under great obligation for their kind attentions; and in four hours and a half I reached the Second Bar.

8th. We had freſh breezes from the northward the two following days, and we were employed in receiving

ſalt

ſalt proviſions from the Eaſt India ſhips; alſo in diſtributing the officers and men who were to take their paſſage to England in them. In the morning we were viſited by a mandarine of the firſt rank, who ſeemed very deſirous to ſee the veſſel, which being permitted, he aſſured us our wants ſhould be immediately ſupplied, now he was convinced who and what we were; but from the report given into the city, they were in doubt, and he was obliged to come on board to ſatisfy himſelf before permiſſion could be granted. Theſe good intentions were of little uſe to us as I purpoſed ſailing with all expedition to Macao, after receiving what we required from the Eaſt India ſhips.

The lieutenant of the Swift carried with him our marines, and a letter to Captain Hayward acquainting him with my intentions.

In the morning ſome of the Eaſt India ſhips ſailed down the river, and in the afternoon the ſchooner went down to Anſon's Bay to wait the arrival of the cutter from Macao. She had been ſo long abſent, I was anxious for her ſafety. The next day I followed in the pinnace, and very luckily met the cutter coming to me as we paſſed the Boca Tigris. The officer excuſed himſelf for not returning ſooner owing to the ſtrong 10th.

BOOK II.

northerly winds, which I did not admit as a ſufficient reaſon, but I had great pleaſure in her ſafe arrival.

1797. June.

11th. At 2 P.M. we got under way, and the wind veering to the S. E. we turned down towards Macao roads. At half paſt 8 A. M. we came to in five fathoms; the town bearing W. ¼ N., and Cabarita Point S. S. W. ½ S. Soon after, his Majeſty's ſloop Swift anchored near us. The forenoon was attended with heavy ſqualls of wind and rain.

We remained here till the 14 h., the winds conſtantly from the ſouthward, which prevented the Indiamen coming down ſooner. In the morning of this day the fleet got under way, and at noon the tide having done, we came to an anchor: Cabarita Point N. W. three miles. I diſcharged into the Swift for the diſpoſal of Admiral Rainier 4 petty officers, 24 able and good ſeamen, with 15 marines, leaving 35 officers included to complete the ſchooner's compliment. The remaining officers and men of the crew, amounting to 30, went home in the Eaſt India ſhips.

15th. In the afternoon the Swift with 14 ſail of Eaſt India men, the Creſcent pacquet, and two ſhips from Port Jackſon, got under way, intending to go the eaſtern paſſage

paſſage for Europe. We parted company with them, and made ſail for the Typa.

I had great pleaſure in acknowledging the kind attentions of many of the commanders of this fleet, who ſo obligingly accommodated ſeveral of the officers with paſſages to England, and in every other reſpect ſupplied our wants with great chearfulneſs, as far as their means extended.

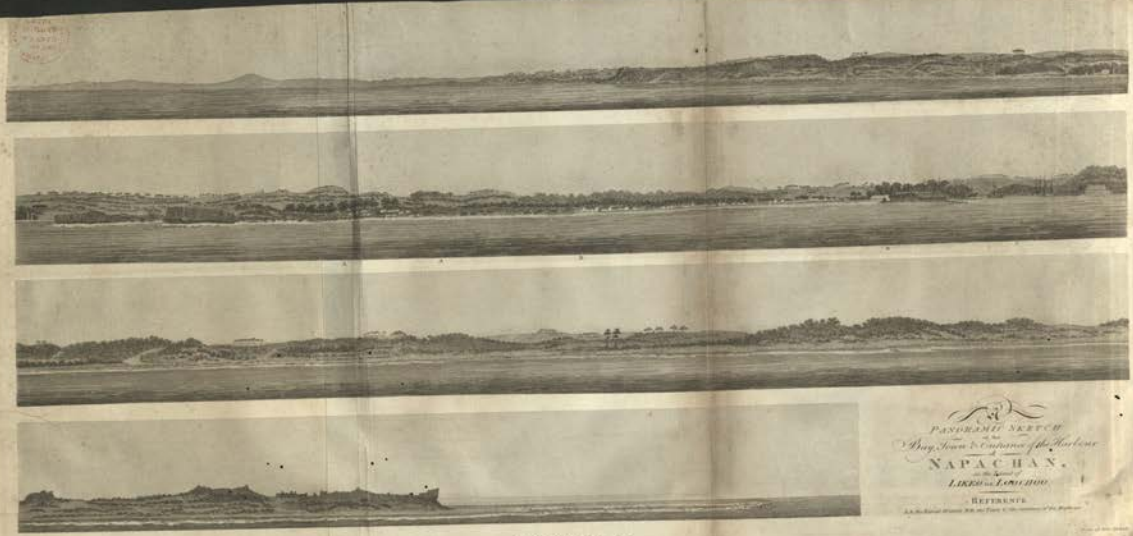
The next morning we anchored in the Typia off the watering place, having the nine iſlands juſt open, bearing N. E. ¾ N. Macao harbour N. by W. ½ W. two miles. Cloſe in with the entrance of the harbour, was a Spaniſh ſhip bound to Manilla. Seeing the Swift coming into the Typia, ſhe run for ſhelter under protection of the fort. We remained here to the 26th completing our proviſions, wood and water; but unfortunately we could not contain more than five months: we however filled every part of the veſſel, to inſure keeping the ſea as long as poſſible in our reſearches to the North of Japan. The winds were variable, with frequent rain and a great deal of thunder and lightning, with ſtrong winds from the S. E. The winds were ſeldom from the weſtward, and this I underſtood had been the caſe ſince our ſailing in April laſt.

The

BOOK II. 1797. June.

The heat on ſhore was exceſſive, and would have been inſupportable if not refreſhed by the rains.

26th. We now ſailed a ſecond time in the proſecution of our voyage, not with the moſt flattering hopes of ſucceeding, from the ſeaſon being ſo far advanced, and the veſſel inadequate in many reſpects to the purpoſe. But ſtill there was ſome proſpect of acquiring geographical knowledge of the Tartarean and Corean coaſts; and I was unwilling, even under the exiſting circumſtances, not to uſe every endeavour to the utmoſt of my power, that could tend to the improvement of ſcience by the exploration of unknown parts. The officers and men were equally diſpoſed with myſelf to do their reſpective duties, and we departed in good health.


PANORAMIC SKETCH
Bay, Town & Entrance of the Harbour
NAPACHAN.
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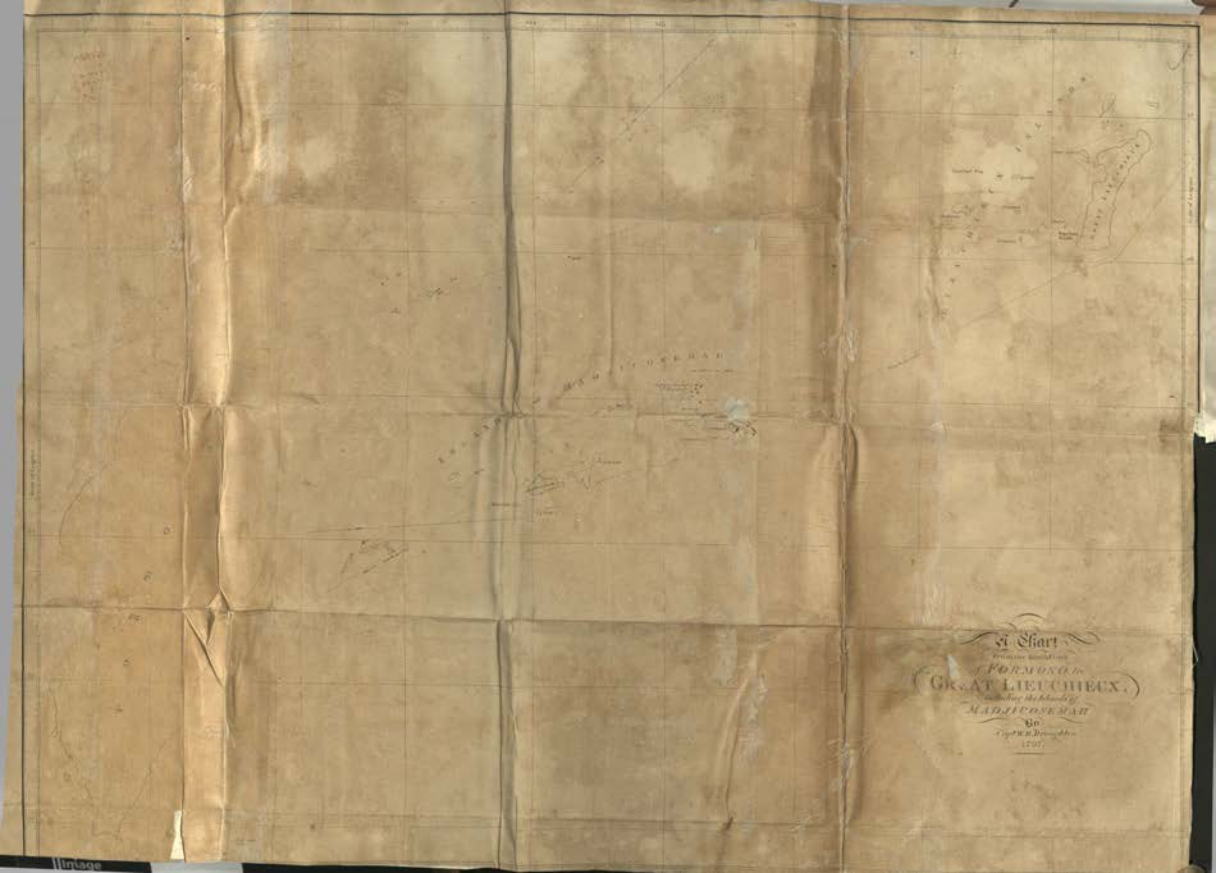
A Chart
FORMOSO
GREAT LIEUCHIEUX.
MADJICOSEMAR
1797.

CHAP. III.

Pescadou Islands.—In Napachan Harbour, Great Liquieux.—Description of the Inhabitants, &c.—Departure from it towards Japan.

CHAP. III.

1797. June 27th.

On the 14th of June, as N° 45 shewed the longitude of the Typa 115° 19′ E., which is too much by 1° 47′, an error acquired in 67 days. By daily observations between the 14th and 25th June her rate was pretty regular; and on the 26th at noon, 45 was slow for mean time 7 h. 40 m. 36.1 s., and losing on mean time 6.651 s. per day. At 2 P. M. we got under way with a strong ebb tide, and at 5 P. M. we weathered Potoe within half a mile, having 6½ fathoms.

As we passed two or three miles West of the Grand Ladrone, we gradually increased to 12 fathoms, when the south extreme of it bore S. 80° E. on with the Ass's Ears. Mr. Dalrymple makes the Rock R. bear more southerly: it is probable therefore we did not see it. At dark we boarded an East India packet called the

BOOK II. 1797. June.

the Amazon, four months and ten days from Falmouth. She had paſſed the ſtraits of Sunda without ſeeing any cruizers.

At 8 h. the Grand Ladrone bore of us N. 55° E.; Potoe, N. 5° W.; extremes of iſlands, E. ¼ S., off the Ladrone three or four miles. We made ſail, ſteering as per log. At 21 h. Grand Ladrone, N. 32° W.; and the extreme iſlands, N. 68° W. Grand Ladrone, 22° 02′ N. 113° 56′ E., from whence I take my departure.

28th. Freſh breezes and fine weather. At 6 h. we ſaw a fleet a-head, conſiſting of nine large ſhips upon a wind. Conceiving them to be a Spaniſh ſquadron from Manilla, cruizing for the Eaſt India fleet, at 7 h. we ſteered in for the land to avoid them; and at half paſt 12 h. we paſſed a ſhip upon our lee-beam that took no notice of us. At 13 h. we loſt ſight of her, when we ſteered more to the North.

At day-light we were within three or four leagues of the Weſt of China, and abreaſt of Piſſoang, or the great bay; the extremes extending from Weſt to N. 80° E.; and we had no ſight of the fleet.

At 8 A. M. we ſteered nearly in the direction of the coaſt, which formed ſeveral bays, with ſcattered iſlands and rocks at unequal diſtances. At noon the extremes of the coaſt extended from N. 85° W. to N. 42° E., two or three leagues off ſhore; and we had 15 fathoms water. Fair weather but hazy.

29th. Freſh breezes and fair weather, with ſmooth water.

6 h. The extremes to the North making high bore N. 14° E. ſeven or eight leagues.

8 h. 20 fathoms, no bottom.

10 h. 24 ditto, fine ſand. The moon having ſet, we hauled our wind for the night.

14 h. 35 fathoms, ſand.

16 h. Made ſail. No ſight of the land.

22 h. 19 fathoms, ſand; and at noon 20 fathoms.

24 h. Fair weather, but no obſervation.

30th. In the afternoon we croſſed over ſeveral ſmall ripplings; and our ſoundings varied from 13 to 20 fathoms, hard bottom. At 12 h. we had three fathoms of rocky bottom; and at half paſt, ſeeing the land, we ſtood off and on till day-light, having ſoundings from 22 to 26 fathoms. At 17 h. the Peſcadore Iſlands extended from Eaſt to N. by W. diſtant from the eaſtern one about four miles. This iſland was low

BOOK II.

1797. June.

and flat. With a gentle wind we paſſed on the weſt ſide of the iſlands; and at 22 h. 50 m. we were diſtant two miles from an high rocky iſland, which is connected by reefs with two ſmall iſles that are ſurrounded by breakers: we had 25 fathoms. At noon the weſternmoſt iſland of the groupe extended from N. 76° E. to N. 86° E. four or five miles; and we had 27 fathoms. This iſland is of moderate elevation, rocky and barren, of little extent, and apparently uninhabited: yet we ſaw ſeveral boats fiſhing among the reefs. High Iſland, in one bearing with the eaſtern one ſeen at day-light, now bore S. 48° E.

July 1ſt. At 3 h. we were a-breaſt of Fiſher's Iſland. On the S. W. extreme we remarked an obeliſk of ſtones raiſed, I ſhould imagine, as a land-mark for the advantage of the junks trading to theſe iſlands. In the courſe of the day there were many of them in ſight, making their coaſting voyages.

This iſland is of ſome extent, and inhabited: it appeared alſo to be well cultivated. As we paſſed, we obſerved many cattle feeding, and numbers of boats differently employed. At the N. E. extreme the land falls back; and within it, to the North, promiſed good ſhelter. A black rock extends a league from

from the entrance, and ſeemed connected with reefs North of it. Indeed, in this part, the rocks and ſands could not be enumerated; and the paſſage between them I ſhould ſuppoſe very intricate. The large iſland, called Petroe, I had no opportunity of making any remarks upon; the weather being hazy, and our diſtance too great. At 5 h. 30 m. ſeeing breakers a-head, we altered our courſe; north extreme of Fiſher's Iſland bearing S. E. by S.: we had 15 fathoms, rocky bottom, ſeven or eight miles from it. Bird Iſland, which is the northernmoſt of the whole groupe, at half paſt 6 h. bore S. 58° E.; and the Obeliſk point, S. 17° W. Theſe iſlands, called Conghou or Petroe by the Chineſe, and Piſcardores by the Engliſh, extend from 23° 10′ N. to 23° 40′ N., by our eſtimation; the weſternmoſt in the longitude of 119° 27′ E. They are a cluſter of iſlands and rocks above, and even with, the water. The dangers ſurrounding them may be avoided by attention, as they appear to ſhew themſelves; and you may anchor in caſes of neceſſity. They are diſtant from Formoſa about eight leagues; and their extent to the Weſt nearly the ſame by Van Kuelen.

At midnight we hauled our wind till day-light; and at 17 h. 30 m. we ſaw Formoſa; and at 22 h. 30 m. we

BOOK II. 1797. July.

were within three miles of it. The extreme to the South bore S. 6° E., making a low ſandy point. Over the beach were ſeveral junks at anchor; and we had only ſeven fathoms water. At noon the extremes of Formoſa extended from N. 45° E. to S. 7° E. three or four miles; and we had 11 fathoms. The land near the ſea preſented a barren appearance of ſand hills mixed with coarſe graſs. At the back of the beach were ſome ſcattered trees; but more inland, the hills roſe to a conſiderable height, richly clothed with woods.

2d. We continued our courſe along the coaſt of Formoſa, with a ſtrong current ſetting us to the northward.

7 h. Calm. The extremes extended from N. 45° E. to S. 14° W.: an opening bore S. 40° E. Off the entrance were ſeveral junks at anchor. Thirty-one fathoms.

17 h. Light breezes. The extremes of Formoſa, N. 58° E. to S. 18° W., off ſhore ſeven or eight miles. Towards the North the land gradually decreaſed in height.

22 h. At noon the extreme land, we could ſee, bore Eaſt, ſix or ſeven leagues.

At

1797. July 3d. At 1 h. tacked and ſtood in for the land; and at half paſt, not being able to ſee the land, owing to the haze, we ſtood off ſhore. At half paſt 6 h. we could juſt diſcern it bearing S. 40° E. three or four leagues.

6 h. Very ſqually and threatening weather obliged us to reduce our ſail.

12 h. Strong gales, with a large ſea.

18 h. Throughout the forenoon it blew very ſtrong, and we ſplit moſt of our ſails. We had alſo heavy rain, and were obliged to pump the veſſel out every hour.

24 h. Heavy gales of wind, and thick hazy weather.

4th. Strong gales of wind, with a heavy ſea running, and a great deal of rain. At half paſt 2 h. we ſaw the coaſt of China to the W. N. W., appearing very indiſtinctly through the haze. We ſoon after wore; and the gale blowing harder, we reefed the bowſprit, and lay to under a cloſe-reefed mainſail. Soon after bringing to we ſprung a leak in the ſtarboard quarter, which filled the cabin with water, and kept the people continually at the pumps.

In the night the wind gradually veered round to the weſtward with increaſed violence, which cauſed

an

BOOK II. 1797. July.

an irregular and confuſed ſea. Our little veſſel behaved very well, ſhipping but little water.

In the morning the wind fixed in the S. W. quarter, and the gale broke up. At 8 A. M., the ſea having conſiderably fallen, we bore up and made ſail.

24 h. Freſh breezes and cloudy weather, with a confuſed ſwell.

5th. Freſh breezes and cloudy weather. At 2 h. we hove to, while the carpenters ſtopped the leak, which was found to be above water in the ſtarboard quarter.

At 3 h. and a half we diſcovered the high land of Formoſa bearing S. 30° E. At half paſt 6 h. the extremes extended from S. 28° E. to S. 23° W. five or ſix leagues. At 8 h. the wind moderated; and at 12 h. we ſaw a ſmall iſland bearing S. E. by S.; and we had no ſoundings with 25 fathoms. We plied to the windward till day-light, when the rocky iſland bore S. 50° E.; the north part of Formoſa extended from S. 50° W. to S. 10° E.; and two iſlands bearing N. 64° E. and S. 84° E. We paſſed between the Rocky Iſle and Formoſa with a gentle wind and fine weather. At noon the N. W. point of Formoſa, S. 88° W.; N. E. point, S. 48° W.; extreme beyond ditto,

ditto, appearing detached, S. 22° W., four or five leagues off ſhore.

Quelang Iſland, S. 72° W., which lays off the harbour; and the three iſlands to the ſeaward, N. 10° W., N. 13° W., and N. 55° W., four to ſix leagues diſtant. No current ſince laſt obſervations. 60 fathoms, no bottom.

6th. In the direction of the iſland of Quelang, the main land of Formoſa appeared very high; and on the larboard entrance, as you ſail towards the harbour, is a conſpicuous hill of a conic form, from whence the low land commences extending to the ſouthward. Some low land alſo projects from the N. W. part, which is in general very elevated. The latitude of the north point of the iſland may err a little, ſuppoſing we did not ſee the extent of the low land. At 6 h. it was calm, when the N. E. part of Formoſa bore S. 67° W. The night was variable, with light airs, which in the forenoon increaſed from the ſouthward.

At 11 h. ſeeing the appearance of broken water, we tacked; but having no ſoundings at half paſt, we again reſumed our courſe.

At

BOOK II. 1797. July.

At 15 h. we hove to for an hour. No bottom with 90 fathoms.

At 22 h. 30 m. we ſaw an iſland to the E. N. E., which at noon preſerved the ſame bearing, five or ſix leagues diſtant.

7th. At 1 h. ſeeing ſome high peaked rocks open with the eaſt extreme of the iſland: at half paſt, we bore up and paſſed to leeward of the iſland, ranging it within two miles, without having any ſoundings with 50 fathoms. The land was high, forming two peaked hills. Its greateſt direction was Eaſt and Weſt three or four miles, entirely covered with ſmall wood up to its ſummit. To the N. E. of it, three or four miles, is a continued chain of rocks above and under water, ſeemingly connected with the peaked rocks. They bear Eaſt one mile from the iſland, which is ſituated in the latitude of 25° 40′ N. and longitude 123° 27′ E.

At 3 h. we ſaw another iſland bearing N. 60° E; and at 5 h. 30 m. it bore North two or three miles. It was of little extent, and of moderate elevation, and, like the other, well covered with wood, bounded by a rocky ſhore. We place it 25° 48′ N. and 123° 35′ E. At 7 h. the firſt iſland bore S. 69° W., and the

Friday July 7. 5 P.M. 1797.

Island of Kosmosang — at 4 P.M. 8 July 9. 1797.

at 2 30 P.M. July 9. 1797.

Entrance of the Harbour of F. Chousan.

ſecond N. 80° W. Having fine moon-light we continued our courſe to the eaſtward, ſounding occaſionally without reaching bottom. At 12 h. 30 m. we ſaw an high rock bearing E. ½ S. At 1 h. ſteering E. N. E. we paſſed about three miles North of it, without ſoundings at 50 fathoms. At 2 h. it bore South; and at 18 h., S. 87° W., juſt in ſight: it reſembled the rock called Pula Sapula, in the Chineſe ſeas. By the obſervation at noon we found the current had ſet us to the N. E. 42 miles theſe 24 hours; which being allowed for, in ſettling the ſituation of the rock, its latitude will be 25° 57′ N. longitude 124° 30′ E., allowing the current to be regular to-day.

At 11 h. we ſaw land bearing E. ½ S. At 17 h. it extended from S. 49° E. to 77° E. It was low in the middle of the iſland, but the ſouthern part was rather high. We ſailed within three miles of the ſhore, having no ſoundings with 50 fathoms. From each extreme extended a long ſandy ſpit, with a detached rock South of each. The land appeared well cultivated; and we could perceive ſeveral habitations. In the morning the natives came off to us: we found them the ſame race of people we had ſeen at Typinſan, equally docile and communicative. At 8 A. M. we 8th.

BOOK II.

1797. July.

saw more islands,, of which they gave us their several names; and enquired of us if we did not come from Hollandia. The island they came from was called Koomi-sang: their cultivations up to the sides of the hills were in ridges; and above them the country was well covered with wood. At noon it bore from S. 31° W. to S. 64° W. four leagues; Tunatchi, S. 44° E. This island makes like a gunner's quoin, and as such it was remarked last to the westward of the Lieuchieux, among the Matchi Islands. Karumah, S. 69° E.; Agenhu, N. 64° E.; and a fifth, which was very small, they called Tu-si-mah, three or four leagues.

We found the current still to set in the same direction, but not so strong.

9th. The current still setting us to the eastward, we approached the islands very fast; and at 3 h. we kept our wind; and at 3 h. 30 m. the west point of Karumah, on with Tunatchi, S. 8° E. West of Karumah about three miles, we passed a small island. At 4 h. 30 m. Karumah and Agenhu, in one bearing, N. 3° E. and S. 3° W. These islands are five leagues apart: we sailed between them. At 7 h. the groupe called the Matchi Islands bore from S. 16° E. to S. 24°

S. 24° W.; Tunatchi, S. 60° W.; Agenhu, N. 58° W.; the extremes of Great Lieuchieux, from S. E. to N. E. by E. ſeven or eight leagues.

At 9 h. we hauled our wind, and plied to windward till day-light with a freſh wind from the ſouthward, when being diſtant from Lieuquieux four or five leagues, we ſtood for it upon a wind. At 21 h. we had ſight of the harbour of Napachan, bearing from S. 25° E. four or five miles. In this direction, half a mile off was a chain of breakers. We plied to the ſouthward till noon, when we obſerved off the harbour. A low ſandy iſland bears N. 57° W., from Napachan roads ſeven or eight miles; between which and the north point of Lieuchieux we had ſoundings of 28 and 30 fathoms, corally bottom. This point bears N. 14° W., Weſt from the ſouth point of Liquieux: an hummock is on the extreme of it, and a reef projects to the weſtward of it ſome diſtance. At noon the outer part of this reef bore S. 14° W.; Reef point, which forms the ſtarboard entrance into the roads, S. 14° E.; the harbour of Napachan, S. 64° E. three or four miles; Matchi Iſlands, from S. 36° W. to N. 81° W.; Sandy Iſland, N. 45° W. to N. 63° W. three or four miles; Lieuchieux north extreme, N. 25° E.: current ſince noon of yeſterday, 28′ Eaſt. Freſh

BOOK II. 1797. July 10th.

breezes and very pleaſant weather from the S. W. quarter.

After noon we bore up for the roads, keeping the ſtarboard ſhore on board. We had irregular ſoundings from 15 to 2½ fathoms; and ſeeing rocks under our bottom, we hauled out and brought to, till a boat from the town full of people came off to us. They moſt willingly undertook the charge of conducting the veſſel; one of them taking the helm, and another directing her courſe from the maſt-head. We paſſed very cloſe to the ſouthward of a reef, which bears S. 20° W. from the Reef point one mile and a half, having no bottom with 15 fathoms; and then ſteered in E. S. E. for a building ſituated upon ſome elevated black rocks, which appeared like a block-houſe, when the entrance of the opening of the harbour bore S. E. by South. We hauled up for it, and came to an anchor in 12 fathoms, muddy bottom, at half a mile diſtant, with the following bearings: the harbour, S. 35° E.; Starboard point, S. 70° W.; Low Iſland, N. 57° W.; and reefs extending from N. 15° W. to N. 40° W.; the iſlands of Matchi, N. 60° W. to 77° W. ſix or ſeven leagues; north extreme of the land of Lieuchieux, N. 18° E.

CHAP. III.

1797. July.

Our friends left us in the evening, with aſſurances of being ſupplied with water, wood, and refreſhments, in the morning, but requeſted us not to go on ſhore. It blew ſtrong from the S. W. throughout the morning, with frequent heavy ſqualls; but we rode very well ſheltered. In the courſe of the day we received water by ſhore-boats; and in the evening, the weather moderating, the maſter was employed ſounding the roads. Early in the morning our friends ſent us a bullock, hogs, fowls, and potatoes, with abundance of wood and water, and ſtrongly urging our departure.

In the forenoon a junk arrived from Typinſan; and a Japaneſe junk ſailed out of the harbour, and proceeded on her voyage towards Nipon, paſſing between the reefs to the northward.

The wind ſtill blew freſh from the ſouth, which occaſioned ſo great a ſurf on the ſhore that no boat could land except in the harbour, which to us was inadmiſſible. This reſtriction was extremely mortifying, as I was anxious to acquire ſome knowledge of the manners and cuſtoms of theſe people; and all my endeavours had hitherto proved ineffectual: nor could my intreaties perſuade them to let ſome of the officers

BOOK II. 1797. July.

officers go on ſhore in their boats. I therefore determined to ſend them in our own boat; but the principal perſon remaining on board would not accompany them, and ſeemed extremely diſpleaſed at their going. They were landed without any objection in the harbour, and the boat returned immediately. In the mean while, our friend had gone aſhore in one of their own boats.

In about an hour we ſaw the officers coming off, eſcorted by their friends, and gave me the following account of their reception, &c. On their landing at the pier-head they were met by ſeveral of the principal people, who conducted them along the cauſeway leading to the town; but, after ſome converſation, they were ſhewn into a large dwelling-houſe, and entertained with refreſhments of tea and tobacco. Here they remained, nor could they prevail upon their company to let them proceed any farther: they therefore (oppoſition having no effect) returned on board.

They found the entrance into the harbour very narrow; and in the fair way they had 2½ fathoms, juſt after low water; and within the port they had 7 fathoms. It took a widening direction to the S. W., and

and was of conſiderable extent. They counted 20 large junks at anchor, chiefly Japaneſe, from 200 to 300 tons burthen.

On each ſide of the entrance was an apparent block-houſe, or place of defence, built of ſtones in a ſquare form, with loop holes. The cauſeway leading to the town was 300 or 400 yards long, with arches underneath, to give the water a free paſſage; for as the tide flowed up to the town, over the coral banks which extended from it to the pier-head, it was neceſſary to give the water its courſe without any obſtruction. The town extended along the ſhore to the North ſome diſtance; and from the number of people we ſaw at different times, I ſhould ſuppoſe it very populous. The houſes were of one ſtory, and the roofs covered with a brick tiling. Trees were interſperſed among the houſes; and the country riſing to a moderate elevation at the back of the town, variegated with cultivations and clumps of woods, equally diverſified the view from the ſea.

At the extreme of the town, to the North, was a burial-ground. The tomb-ſtones were whitened, and ſeemed to lay in an eaſt and weſt direction. They are conſpicuous as you ſail into the roads.

Theſe

BOOK II.

1797. July.

Theſe people perfectly underſtood our having been at Typinſan, but could not comprehend what we had done with our men; not conceiving we had been ſince at China. This ſuppoſition may be ſome reaſon for their not ſuffering us to go on ſhore, as they could not alſo underſtand why we ſhould be ſo ſoon in want of proviſions: of which circumſtance we only made an excuſe, that we might have ſome communication with them. It will alſo prove how veſſels in diſtreſs may really benefit by the humanity and liberality of theſe iſlanders, who confer favours, as far as I can judge, without expecting any return for ſo doing. In every other reſpect, except allowing us to land, they were obliging, civil, and attentive; bringing off vegetables, and ſome of their ſpirits called ſakki; and at all times behaving with a degree of politeneſs, which rendered their company very pleaſing. They were alſo open and unreſerved in their manners. We had only to lament our ignorance of their language, which prevented our acquiring any knowledge of their government.

Every boat that came off always brought different people, ſeemingly to gratify their curioſity in ſeeing the veſſel: and obſerving our people at their meals much excited their attention.

As

As our friends were convinced we had all our wants ſupplied, they ſeemed very anxious for our ſailing; and we took our leave of them in the afternoon. We preſented them with a ſpying-glaſs, the only thing they appeared deſirous of, and a drawing of the veſſel, with a memorandum expreſſing our nation and arrival.

This iſland is called by the inhabitants Lieüchieux, or Loo-choo, and extends from the latitude of 26° 4′ N. to 26° 50′ N., and from 128° 12′ E. to 128° 45′ E. Its greateſt direction is N. E. and S. W., nearly about 21 leagues. The harbour of Napachan is on the S. W. ſide, in latitude 26° 11′ N. and longitude 128° 13′ 30″ E. The town adjoining the harbour is the principal on the iſland, and, as we underſtood, the ſeat of government. The port is convenient for commerce, and ſeems to be the centre of trade between Japan and the ſouthern iſlands. They alſo trade to China and Formoſa. The inhabitants are, in every reſpect of manners, cuſtoms, and appearances, the ſame with thoſe of Typinſan; and reſemble more the Japaneſe than the Chineſe: ſpeaking with very little variation the language of the former, and writing after their manner. They were alſo well acquainted with China, and ſhewed us ſeveral articles from that

BOOK II. 1797. July.

country; particularly Engliſh broad-cloth, which they ſeemed to value *.

Their junks are the ſame with the Chineſe; or at leaſt, the difference in their conſtruction is hardly perceptible.

* Le Pere Gaubil, a miſſionary of the Jeſuits at Pekin, wrote a memoir on theſe iſlands, called by the Chineſe Lieou-kieou. See Lettres Edifiantes, tom. xxiii. p. 182. Some parts of the memoir are here tranſlated.

" Theſe iſlands, ſituated between Corea, the iſle of Formoſa, and Japan, are thirty-ſix in number. The chief iſland is called Lieou-kieou: all the reſt have particular names. The great iſland is in extent from South to North more than 440 Chineſe furlongs, and 120 or 130 from Weſt to Eaſt. On the ſouth ſide this diſtance from Weſt to Eaſt is not more than 100. The furlong mentioned here is the meaſure of roads uſed by the Chineſe: two hundred of them make twenty leagues at ſea, or a degree of a great circle. The king keeps his court in the weſtern part of the iſland; the town is named King-ching. The palace is ſituated near it, with four great gates fronting the cardinal points. At ten furlongs from the weſtern is the harbour called Napakiang, or Napachan, as named in this voyage. The longitude of this palace is 146° 26′ 27″, and lat. 26° 2′. Of the 36 iſlands which are ſubject to the king of Lieou-kieou, eight are ſituated to the north-eaſt of it, five to the north-weſt of the part of the iſland called Cheouli, four to the Eaſt, three to the Weſt, ſeven to the South, and nine to the ſouth-weſt. The names of the ſeven iſles to the South are Tai-ping-chan (off which the Providence was wrecked), Ykima, Y-leangpa, Koulima, Tatama, Mienno, Oukomi, Patchong-chan, or as it is called in this voyage Pa-chu-ſun, is one of the nine iſlands

ceptible. They make uſe of matted ſails, and work them in the ſame manner. The boats they brought off water in were large and flat-floored; and they made uſe of ſkulls and oars. Their canoes were very inferior, being ſimply hollowed out of pine trees: they were chiefly employed fiſhing out at ſea. Their ſails were matted, and they went very faſt through the water.

At Lieuchieux they manufacture their own garments; and their linen checks appeared equal to any of ours. According to the weather, they increaſe or decreaſe their garments in number; and, like the Japaneſe, the appendages to their dreſs conſiſt in a fan, pipe, and tobacco-box.

Not being permitted to viſit the country, we can give no account of many of their productions beyond

[c] iſlands to the ſouth-weſt." For a further deſcription conſult the whole of Pere Gaubil's memoir.

In Lord Macartney's embaſſy to China, edited by Sir G. Staunton, mention is made of his intention of viſiting Japan, and of the reaſons which prevented him. There are alſo inſerted ſome remarks on the Lieuchieux Iſlands, and their mode of government: the Engliſh met with ſome ambaſſadors going to China, to whom they are tributary; and there are obſervations on the propriety of ſending an embaſſy from this country to thoſe iſlands.—See the Embaſſy to China, Vol. II.

BOOK II. 1797. July.

wheat, millet, Indian corn, rice, and ſweet potatoes, in which articles they ſeem to abound. They had horſes and cattle, with hogs of a large breed, different from the Chineſe, and fowls of a large growth. We did not ſee any geeſe; but we left with them two pair belonging to the ſchooner.

The watch, N° 45, ſhewed the longitude of the harbour of Napachan, by two days' obſervations, to be 127° 25′ 30″ Eaſt. As its ſituation, or at leaſt the ſouth part of the iſland, was pretty well fixed laſt year, we were apprehenſive our watch muſt go irregularly; and yet we could not well account for it in ſo ſhort a time. Four days after ſailing, when our ſituation was well known, off the coaſt of Ximo, by many obſervations this year as well as the laſt, N° 45 made the longitude too little by 47′ 45″, with every proper correction between the interval of time; which defect being applied to the longitude ſhewn in Napachan roads, makes it to lie in 128° 13′ Eaſt, which I take as the true longitude. And as the watch did not alter for the three days we were off and on the roads, I think there cannot be any miſtake; but rather ſuſpect, the violent motion of the veſſel, in the gale of wind off Formoſa, muſt have affected it before our arrival.

At

CHAP. III.

1797. July 12th.

At half paſt 4 h. we got under way and ſtood out to ſea. At 5 h. 22 m. the harbour bore S. 58° E. two or three miles, when we bore away and made ſail. At 7 h. 30 m. the extreme point of Luchieux, off which were ſome breakers, bore N. 60° E. The land from this point tended to the Eaſt, and formed a deep bay. No ſoundings with 90 fathoms, two or three miles off ſhore.

We plied under eaſy ſail during the night; and at day-light, ſouth extreme of Luchieux bore S. 26° W.; the bay, Eaſt; an iſland, with a ſugar-loaf hill in the centre, N. 35° W. We ſtood into the bay till we ſaw the rocks, at laſt evening bearing S. 60° W., which plainly evinced we had a ſtrong current to the N. E. Being within four or five miles of the head of the bay, we wore, ſeeing the ſouth ſide covered with breakers; and we ſteered to the W. N. W. Two ſmall iſlands lay between Sugar-loaf Iſland and Lieuchieux, with extenſive reefs projecting from their extreme points.

It blew very ſtrong in ſqualls, and the hazy weather prevented our ſeeing very diſtinctly, or we ſhould have paſſed between the iſlands. At 20 h. 30 m., having rounded the Sugar-loaf Iſland, we hauled up; and at 21 h. we diſcovered more iſlands to the N. E. We

BOOK II.

1797. July.

ſtill purſued the ſame courſe, to paſs between them and Lieuchieux; and at 23 h. we were a-breaſt of them. Half an hour afterwards we brought to, to obſerve the latitude, having a freſh gale and a good deal of ſea. At noon the north point of Lieuchieux bore S. 80° E. three leagues; Sugar-loaf, juſt viſible through the haze, S. 58° W.; extreme of Lieuchieux to the South, S. 45° W.; a ſmall iſle, to appearance near the ſhore, South; extremes of an high broken iſland, from N. 10° W. to N. 46° W., five or ſix leagues diſtant; Low Iſland, N. 57° W.; extremes of another iſland, from N. 67° W. to N. 81° W., about four leagues, of moderate elevation. The northernmoſt iſland I take to be what is called Brimſtone Iſland in the charts; which is ſituated, by Van Keulen, to the Eaſt of Lieuchieux.

13th. At 1 h. 45 m. the north point of Lieuchieux bore South, about four miles; and we ſaw a low iſland to the N. E. At 3 h. 30 m. the extreme of the northern part, from S. 25° W. to S. 67° W.; the low iſland, from N. 20° W. to N. 25° E. five or ſix miles, when we made ſail to the N. E. At 4 h. 15 m. the ſouth extreme of the low iſland bore Weſt, about three leagues. It was very low at each extreme, with breakers off the points; and in the centre, of very moderate elevation.

vation. This iſland appeared like thoſe we had hitherto ſeen, fertile in appearance. CHAP. III. 1797. July.

At 5 h. 15 m. we ſaw a more extenſive iſland bearing N. by W.; and at 7 h. it extended from N. to N. W. ½ W., but very indiſtinctly for the haze: we eſtimated it at three or four leagues diſtance. Half paſt, we brought to for the night; and in the morning, to our ſurpriſe, we had no ſight of the land.

At 4 h. an iſland was ſeen bearing N. N. E.. At 7 h. 30 m. it extended from North to N. 50° W. two or three leagues. At 8 h. we hauled our wind and plied to windward. At day-light the iſland preſerved the ſame bearings; and at 18 h. 30 m. the north point bore Weſt: and in the direction of N. 80° W. from the point, we ſaw another iſland. The firſt iſland is three or four leagues in extent, in a N. E. and S. W. line, low at each extreme, but riſing abruply from the ſea on the eaſt ſide to a conſiderable elevation, and very rocky. On the weſt ſide were ſeveral ſmall villages ſcattered along ſhore; and a ſmall opening afforded ſhelter to ſome junks. Behind the villages was cultivated land. At 20 h. the other iſland bore from Weſt to S. 66° W. three or four leagues. It was moderately high, and diverſified with uneven ground; 14th.

but

BOOK II. 1797. July.

but the hills appeared rather barren. At 22 h. 10 m. we ſaw a rock from the main rigging, bearing S. 80° W. four or five leagues. At 23 h. we loſt ſight of the ſecond iſland, bearing S. 22° W. ſeven leagues. Theſe iſlands ſeemingly were deſtitute of wood.

15th. Freſh breezes and hazy weather. Buried Thomas Horne, ſeaman, who died the day before. He was a fine active well-behaved young man, and one of our beſt ſeamen. His complaint was a violent dyſentery and billious fever, which carried him off in five days. At 7 h. we ſaw two iſlands making very high: they bore N. 47° W. and N. 73° W. ten or twelve leagues.

Moderate winds and pleaſant weather.

We ſaw land from N. 25° W. to S. 78° W.; and at 23 h. 20 m. the north extreme of it bore N. 73° W. ſeven or eight leagues.

By the noon obſervations we have been ſet N. 59° E. 53 miles.

CHAP. IV.

Paſſage along the South and Eaſtern Coaſts of Japan.—White Point.—Arrival for the ſecond Time in Endermo Harbour at Inſu.—Suſpicious Behaviour of the Japaneſe ſettled there.

CHAP. IV. 1797. July 16th.

FRESH breezes and very hazy: ſeeing no land to the eaſtward. At 4 h. P. M. we hauled our wind; and at half paſt, we tacked and ſtood to the N. W., being convinced the land ſeen in the forenoon was the ſouthern part of Ximo. At day-light the land extended from N. 10° W. to S. 64° W.; a bay, N. 80° W. Throughout the forenoon it was calm, and we had no ſoundings. At 20 h. we ſaw more land to the N. E., in which direction the current ſet us very faſt. At noon the coaſt of Ximo extended from N. 46° E. to S. 77° W.; the bay, S. 60° W., ſix or ſeven leagues off ſhore.

Our ſituation was nearly the ſame as on the 22d of November laſt year, when N° 1 ſhewed the longi-

BOOK II

1797. July.

tude 132° 42′ E., and obſerved diſtances 132° 17′ E.

N° 45 now ſhewed the longitude 131° 42′ E.
And obſerved diſtances 132° 34′ E.

which will account for our not making the land we expected, having had no opportunity before of taking lunar obſervations. Current theſe 24 hours N. 34° E. 47 miles.

17th. Light airs and hazy weather.

16 h. Calm till near noon.

22 h. At noon the land from N. 22° W. to S. 67° W. four or five leagues. Current theſe 24 hours N. 50° E. 31 miles.

18th. At ſunſet we were within two leagues of the land; and we had 38 fathoms, ſandy bottom: the extremes extending from N. 6° E. to S. 33° W. Near the ſea the coaſt was tolerably level; but the interior part was very mountainous land. During the night and forenoon it continued calm, with light airs at intervals; and our ſoundings varied from 21 to 60 fathoms, as we increaſed our diſtance from 5 to 12 miles off.

In the forenoon we had four large junks in company, but they took no notice of us.

At

At noon it was very hazy, when the viſible extremes bore from N. by W. to S. S. W., four miles off ſhore. Current theſe 24 hours N. 57° E. 16½ miles. Obſerved diſtances ☉ and ☽ 132° 03′.

36 fathoms water.

19th. At 2 h. we came to an anchor in 28 fathoms ſandy bottom, three miles from the ſhore; the extremes bearing from N. 15° E. to S. 15° W.

A fiſhing-boat came on board and gave us ſome fiſh; they made uſe of ſkulls inſtead of oars.

With a light air we got under way; and throughout the night we had a continual fog.

Hazy and calm weather throughout the morning.

20th. At noon the extremes from S. 30° W. to N. 5° W., off ſhore three or four leagues. Current theſe 24 hours north-eaſterly 18 miles.

21ſt. The breeze gradually dying away to our great diſappointment. The extremes at noon from N. 5° W. to S. 70° W. off ſhore three or four leagues. Current there 24; N. by E. 25 miles.

BOOK II.

1797. July 22d. Twenty miles to the N. of account. Our bearings nearly the ſame as yeſterday.

With a light breeze we ſtood in ſhore, and at 7 h. we tacked cloſe in with the low land in 15 fathoms. The high land to the South bearing S. 4° E. three leagues. An inlet W. by S. one mile; ſeveral junks were at anchor within it: the entrance was narrow, but it ſeemed to afford good ſhelter within the points of the beach. This does not form a bay, but each extreme being bounded by very high land, makes it appear ſo at a diſtance: and in the interval is a conſiderable extent of low coaſt. The ſurf broke very high along the ſhore.

The morning was calm, and a thick haze obſcured the land from our view.

Eighty fathoms water, and this day we experienced no current.

24th. Calm till 2 h., when a ſteady breeze ſprung up from the ſouthward, and the haze cleared away. At 3 h. the high land ſet the laſt evening bore S. 44° W. two leagues, when we tacked and ſteered Eaſt; as there appeared no probability of our making our courſe to the

the South, from the wind and current oppoſing each other ſo equally till to-day, when they both were unfavourable. Towards noon the wind came to the weſtward, with very hazy weather.

By our obſervations the current muſt have ſet us N. 64° E. 67 miles, which accounts for our not ſeeing the land; having been ſet paſt it at the rate of three miles an hour during the night. The part we expected to make is in 32° 30′ W., and ought to have bore N. W. of us about five leagues. I imagine it to be the eaſtern extreme of the iſland Ximo.

Hauled up to make the coaſt of Nipon. 25th.

We could ſee diſtinctly ſix or ſeven leagues, and our eſtimated latitude was 32° 34′. Three junks were ſeen ſteering to the eaſtward, but we had no ſight of the land.

Calm, with frequent riplings, but no ſoundings. Current N. 81° E. 28 miles.

Pleaſant weather, but hazy round the horizon.

BOOK II.

1797. July 26th.

At 5 h. we ſaw the land bearing North; and at 7 h. it extended from N. 14° W. to N. 15° E. five or ſeven leagues. At half paſt 1 h. we brought to till daylight, when the land bore from N. 35° W. to N. 40° E. two or three leagues: 90 fathoms, no bottom. As the ſun roſe we obſerved many boats in ſhore under ſail, alſo ſeveral junks.

After paſſing what appeared like an iſland, but proved, as far as we could judge, to be a peninſula, the diſtant land opened with it in the direction of N. 34° E.

On the N. E. extreme of the peninſula, which preſents a level ſurface, are four remarkable trees, and ſome rocks detached from it to the eaſtward. In the direction of N. 30° W. from the point of the trees, was a ſmall harbour, in which ſeveral junks were laying before a town. On the peninſula, and in the bays ſurrounding it, were ſeveral villages and ſcattered houſes, with great cultivation about the country. Many boats were fiſhing, and an infinity of various ſizes were ſailing along the ſhore to the Eaſt and Weſt.

The

The interior land was rather high and much broken, forming hills with ſharp ridges running parallel with each other in a N. E. and S. W. direction. The ſea coaſt was a ſandy beach intermixed with rocks, and clumps of woods appeared in the hollows of the riſing grounds above the ſhore.

Several fiſhing boats came off to us in the courſe of the day to ſatisfy their curioſity. They were well ſhaped with projecting ſterns, and finely decorated with paint, the ground-work being black. Each boat had 13 men, with five ſkulls of a ſide; and they went through the water with great velocity. They were 39 feet long, 6½ feet wide. At noon, light breezes and fine weather; the north extreme bore N. 29° E., and the peninſula forming the ſouth extremes from S. 70° W. to S. 88° W. three or four leagues; our diſtance from the ſhore four or five miles: the harbour bearing N. 82° W., and we had no ſoundings with 90 fathoms.

It was nearly in this ſituation we made the land on the 17th. of November laſt year, in a hard gale of wind from the S. W. quarter. It is the ſouth point of Nipon, and is ſituated in the latitude 33° 25′ N., and

BOOK II.

and longitude 135° 47′ 0″ E. The inſulated appearance of the peninſula will always make it known.

1797. July. 27th. The ſouth extreme of Nipon S. 54° W. ſix leagues, the extreme land to the North N. 29° E.; off ſhore two or three leagues.

The extremes of land from S. 69° W. to N. 20° E.; it continued high and much broken. At noon an opening with an iſland in the centre of it bore N. 54° W.; and the extremes extended from N. 13° E. to S. 65° W., off ſhore four leagues.

28th. Scarcely any current: the coaſt appeared indented by projecting points. At 4 h. the north extreme, making like an iſland bore N. 21° E., and to the northward the land became very low. At 7 h. the apparent iſland bore N. 30° W.: outer low point N. 20° E. three leagues. South extreme S. 64° W. three or four leagues from the coaſt abreaſt of us. At 9 h. we were well up with the low point, and we ſaw many lights on ſhore. After running eight miles we brought to till day-light, having no ſoundings with 75 fathoms. The morning was calm, hazy, and we could not diſtinguiſh the land. At 6 A.M. a breeze ſpringing up,

up, we ſtood in for it; and at 21 h. we could juſt diſcern it bearing from W. ½ N. to N. W. The wind ſhifting we ſtood to the N. E., and at noon the extremes extended from W. ½ N. to N. E. Low land N. three or four leagues. Current N. 75° E. 35 miles.

29th. At 2 h. we ſteered in the direction of the coaſt, which was low and ſandy towards the ſea; but the interior land we could not diſtinguiſh for the haze. At 7 h. the extremes we could diſcern from N. 65° E. to N. 70° W., our diſtance from the ſhore three or four leagues, and we had no ſoundings with 80 fathoms of line. Several junks were ſeen making their different voyages up and down the coaſt.

The forenoon was very hazy, which prevented our ſeeing the land diſtinctly. At noon the extreme northern points bore N. 32° E., and was the extent ſeemingly of the ſandy ſhore. The coaſt from thence fell back to the North very conſiderably, as if there was ſome opening round it; and in which direction we ſaw ſeveral boats returning from ſea, where they had been a fiſhing. The other extreme bore N. 40° W. four or five miles.

BOOK II.

1797. July 30th, Light breezes and very hazy weather. At half paſt 1 h. the north extreme ſet at noon now bore North, four or five miles; land open with it extended to the N. E., more diſtant. At half paſt 4 h. we paſſed ſome high land, with ſteep clayey cliffs, which at 6 h. bore N. 50° E. about three leagues.

At day-light we were well up with the iſlands South of Jeddo bay, extending from N. E. to S. E. by S.; and the extreme of Nipon, N. 60° W. At 5 h. A. M. we tacked to the North. The forenoon was very hazy and calm, which prevented our ſeeing any diſtant objects; and at noon we had the following bearings: two hummocks iſlands in one, S. 30° E. ſeven or eight miles; Volcano Iſland, N. 32° E. to N. 83° E.; extreme of Nipon, from N. 10° W. to S. 80° W. No ſoundings. During the night we had thunder and lightning, with moſt oppreſſive heat. Current N. 72° E. 15 miles.

31ſt. A ſtrong current ſet us to the North, between Volcano iſlands and the weſtern ſhore of Jeddo bay. At 4 h. the north part of the iſland bore Eaſt, two or three miles; and on the weſt ſide we obſerved a large village. This iſland was very high in the centre, riſing gradually

gradually from each extreme; and we obſerved ſeveral times large columns of black ſmoke iſſuing from the ſide of the eaſtern higheſt part of the mountain. At 7 h. the iſland extended from S. 5° E. to S. 40° E. three miles. In the morning at 17 h. the eaſt entrance into Jeddo bay bore N. 5° W. to N. 20° W. The wind continued variable and calm till noon, when the city point, forming the entrance into the bay, bore S. 80° W. three leagues. Several boats came off, and bartered their fiſh for trifles. 1797. July.

We made ſail for White Point, which at 4 h. bore N. 20° W. At 7 h. we were a-breaſt of it, bearing, in one with the round mountain, N. 87° W. We had nine fathoms water, three or four miles from the ſhore. White Point is remarkable, and eaſily known in any direction, being much higher than any land near it, and terminating abruptly towards the ſea, with white cliffs capped with wood; the land on each ſide receding from it. After leaving it we gradually deepened our water to 20 and 30 fathoms. The extremes to the North being very low, bore N. N. E., and towards the S. W. extreme point, S. 43° W. The night was moderate; and in the morning at 17 h. the land extended from N. 3° E. to N. 30° W., four or ſix Auguſt 1ſt.

BOOK II.

1797. Auguſt.

leagues. The north extreme appeared like an iſland, but it is not ſo. I conceive it to be Sand-down Point. The coaſt between it and White Point is very low, falling back to the weſtward between the two points. We ſaw nothing of what Captain King (in Cook's voyages) calls Hummock Iſland; but I imagine what he took for it was the elevated part of Sand-down Point, which has that appearance at a diſtance, from its forming a projecting point, and the low land not being viſible.

In the morning we had many fiſhing boats on board. They were much ſmaller than thoſe ſeen off Jeddo bay, and made uſe of fine matted ſails, except a cotton cloth in the middle. Each boat admitted water for the preſervation of their fiſh. At noon Sand-down Point bore S. 15° W., five or ſix miles; and the north extreme, N. 50° W., four or five off ſhore. In the afternoon at 3 h., when White Point bore due North, we got ſome obſervations for the watch, which ſhewed the longitude 139° 46′ 10″ E., by Macao rate; White Point, 140° 40′ 0″ E., by Captain King; latitude 35° 13′ N. I therefore take a new departure, allowing the point to be well fixed by the obſervations made in that voyage.

We

We ſteered in the direction of the coaſt, five or ſix miles from it. At 3 h. we ſaw high land to the northward, and we ſteered towards it. By 7 h. we were at the extremity of the low land, which bore N. 70° W. three leagues; and the high land commenced with an eaſy aſcent: the north extreme then bore of us N. 18° W. At 8 h. our eſtimated latitude was 36° 21′ North, which is nearly the ſituation of Low Point. At 12 h. 50 fathoms.

The morning was a very thick fog, which cleared away at 19 h., and we ſaw the high land extending from S. W. by S. to N. W. by N.; the neareſt part 3 or 4 miles. At 20 h. 45 m. the fog entirely diſperſed; and we ſteered along the ſhore, which was bold and cliffy. Our ſituation in the morning was juſt to the North of Cape de Kennis, but the fog prevented our ſeeing it. At noon the extremes of land bore from N. W. to S. by W. ½ W.: neareſt ſhore five or ſix miles.

3d. At 35 m. paſt 2 h. we ſaw land extending from N. 34° E. to N. 55° E. ſeven or eight leagues; and at 3 h. the main land, running out to a low point, bore N. 15° E., leaving the angle between the lands ſo ſmall as to render the paſſage between them uncertain;

BOOK II.

1797. Auguſt.

tain; we therefore hauled up to weather, what I ſuppoſed to be, the iſlands of Matzima: the high land on the main bearing Weſt. At half paſt 7 h. the north part of Peaked Iſland, which is not the ſouthernmoſt, bore Weſt, three or four miles; and our latitude was 38° 15′ N. This iſland was of ſmall extent, and ſeparated from the other land by a narrow channel. It preſented rocky ſhores, but was well covered with wood, even up to the peak. Some low iſlands bear from it N. 4° E., but at no great diſtance. Two flat iſlands of ſome extent are five miles to the Weſt of Peaked Iſland, with a clear paſſage ſeemingly between them and the other land, in the direction of N. 40° W. When the ſouth point of Peaked Iſle bore Weſt, the ſouthern flat iſland bore S. 77° W; extreme iſland to the North, N. 15° W. Sounded with 90 fathoms, no bottom. At 8 h., and at 11½ h., we brought to for the night. In the morning we had moderate weather, and the Peaked Iſland bore S. 35° W.; north extreme, N. 30° W.; and we ſteered in for the land. At 8 h. A. M. the ſouth point of an opening, off which are two or three high rocks, bore Weſt three or four miles; Peaked Iſle, S. 10° W.; the low iſlands without it. At 10 h. A. M. the paſſage up the opening made very clear, in the direction of S. 65° W. There are detached rocks on each ſide of the entrance, and the

channel appeared narrow. After running up ſome diſtance, it appeared to take a winding courſe.

To the north of the opening is a ſmall bay, with iſlots and ſcattered rocks, on which the ſea broke. The northern point was richly cultivated; and on the ſea-ſide was an extenſive town.

At noon pleaſant breezes and fair weather. Peaked Iſland, S. 10° W.; rocks off the ſouth point of the opening, S. 28° W. nine miles; north extreme, N. 30° E., off the neareſt ſhore three or four miles.

At 1 h. we were a-breaſt of a deep opening, running up in a N. W. direction. On the ſouth ſide are two hills: the ſouthern one is bare, with a clump of trees upon it; the other richly clothed with wood, extending to the point which is rocky, and of moderate elevation. When to the North, this hill reſembles a ſugar-loaf. The north point is bare, with a conſpicuous clump of trees on it; and off are two conical rocks, which are not ſeen when to the South. The country was well cultivated; and many houſes were ſcattered along the ſhore, and numerous boats were fiſhing. I ſhould imagine this harbour to afford good ſhelter, and to be very eaſy of acceſs. No ſoundings with 70 fathoms. 4th.

BOOK II.

1797. Auguſt.

fathoms. To the North of the harbour the land roſe to a great height, forming projecting and abrupt heads towards the ſea, leaving bays between them of conſiderable extent, in a N. W. direction. We had baffling winds and calms under the high land, which was bold and rocky; and we could not reach the bottom with all our line.

At 8 h. we were abreaſt of the high table mountain bearing Weſt, when our eſteemed latitude was 39° 16′ N.; extremes from North to South 53′, off ſhore four or five miles. At day-light we had the land bearing from N. 30° W. to S. 42° W; our diſtance two or three leagues from the ſhore. We continued our courſe; and by 20 h. we opened a deep inlet, the points in one bearing S. 75° W. four miles: at the ſame time, the eaſt entrance of Port Nambu, N. 55° W. two or three leagues. A boat came off from the inlet, and ſtrongly preſſed us to go into Nambu. Towards noon the wind died away, and we remained five or ſix miles from the land: the inlet bearing S. 43° W.; low point of Port Nambu, N. 87° W. 6′; extremes, from N. 28° W. to S. 22° W. Our Japaneſe friends not ſucceeding in perſuading us to go into Nambu, ſoon after returned to the inlet.

The

CHAP. IV.

1797. Auguſt 5th.

The current ſetting to the ſouthward, we preſerved nearly the ſame ſituation. The inlet South of Nambu took a S. W. direction, and to appearance afforded good ſhelter. The S. E. point of entrance is very high bold land; the ſummit covered with trees, and is remarkable by being much more elevated than the coaſt to the ſouthward. Some rocks lay off the N. W. point, which forms a projecting hummock. The forenoon was calm and mild weather; but to our ſurpriſe we ſaw no fiſhing boats, nor junks making their coaſting voyages, as we had before frequently obſerved to the ſouthward. Point of Nambu harbour, S. 84° W. four or five miles; Inlet, S. 38° W. nine miles; extremes, from N. 32° W. to S. 24° W. We frequently tried unſucceſsfully for ſoundings.

6th.

Calms and light airs ſtill continued, attended with ſome rain in the morning.

The entrance to Port Nambu was well open, bearing S. 59° W.; and the inlet, S. 28° W., off the former three leagues.

At noon the inlet, S. 31° W.; and Nambu entrance, S. 68° W. ſeven or eight miles. Muſtered the people, and read the articles of war.

BOOK II. 1797. Auguſt 7th. Light winds, calms, and variable weather. During the night we had a thick fog, which diſperſed in the morning; and we had cloudy weather, with ſome rain.

At noon the port of Nambu bore S. 10° W, on with low land; extreme land near the inlet, S. 3° W.; extremes to the North, N. 51° W., off ſhore five or ſix miles; an opening, Weſt.

8th. Light airs and calms, making our progreſs along the coaſt very tedious. At 7 h. the opening bore 35° Weſt, two leagues. An iſland is off the north point; and we had 55 fathoms, black ſand. The north extreme bore N. 55° W., very low land; the high land about Nambu, S. 3° E. A junk came out of the harbour, and in the night ſpoke to us; but we could not underſtand them.

A fine morning gave us a diſtinct view of the land, which ſtill extended to the W. N. W., very low. Some high land extended from S. 50° W. to S. 80° W.: it is the only elevated part between Nambu and the north point of Captain King's chart near the coaſt. The country was univerſally laid out in plantations, affording a pleaſing proſpect. At noon it became very

very hazy over the land, when the north extreme bore N. 75° W.; Near Point, which projected from the high land, S. 81° W.; a white rock cloſe to the ſhore, S. 68° W. two or three leagues. Forty-five fathoms, ſand and ſhells.

As the haze cleared away we perceived the land ſtill to tend to the W. N. W.; and at 1 h. we diſcerned high land bearing from N. 24° W. to N. 34° W., which ſeemed to be a continuation of Nipon. The ſhore to the North of the point ſet at noon, S. 81° W., receded conſiderably, and either formed a large bay or harbour; but probably, from the appearance of the low ſhores, it was the entrance of a river. The junk, having accompanied us all day, entered the opening. We altered our courſe for the diſtant land, which at 7 h. bore N. 25° W.; high land, N. 37° W. to N. 60° W.: and the hazy weather prevented our ſeeing the low land any diſtance. South extreme, S. 50° W. In the evening the wind died away; and throughout the night and morning we had a thick fog. At times in the forenoon it cleared away, which gave us an opportunity of ſeeing the high land to the N. W. By noon the fog diſperſed, and we were well up with it; the outer extreme bearing N. 28° W. nine or ten

9th.

BOOK II.

1797. Auguſt.

miles. This head land roſe abruptly from the ſea to a conſiderable height, bold and cliffy. Within the outer extreme the ſhore preſented a barren appearance, but not ſo elevated, till it joined the high land, which was much broken: the extreme part of it extended to S. W., when the low land continued to the South as far as we could ſee. An extenſive village was ſeen to the W. S. W., with the cultivations ſurrounding it aſcending the hills, in ridges one above another. A ſandy beach ſkirted the ſhore, from whence we were diſtant four miles. We experienced this day a ſoutherly current of 14 miles. In the evening and morning, and during the fog, we were continually troubled with a variety of brown peterels, having the outer part of their wings tipped underneath with white. They made an unuſual chattering noiſe, and were in great numbers.

10th. At 7 h. we were only abreaſt of the outer extreme head ſet at noon, now bearing N. 65° W. At the extremity of the low point beyond it are ſome detached rocks; they bore N. 40° W. five or ſix miles. Some very diſtant high land was obſerved to the W. N. W. The night was very foggy.

In

In the morning we had a freſh breeze from the S. E., which increaſed the fog till near noon, when it entirely diſperſed. 1797. Auguſt.

We experienced this day 27 miles of ſoutherly current.

At 18 h. we juſt got ſight of the rocks, bearing Weſt five or ſix miles; but we got no view of the land, the fog coming on again ſo immediately. We purſued our courſe for Volcano Bay; and at 22 h. we ſaw Point Eſarme to the W. N. W. At noon it bore N. 80° W.; abrupt head on the N. E. point of Nipon, S. 30° W.; high mountain, S. 47° W. 8′; the extremes of Nipon very high, S. 67° W.

Soon after noon the wind ſhifted to the weſtward. 11th.

Point Eſarme, S. 37° W. The ſhore from this point took a S. W. by W. direction. Our diſtance was three or four leagues off. Variable weather.

At noon Point Eſarme, S. 15° W., on with the main land of Nipon; north point of Volcano bay, N. 63° W. four leagues; extremes of Inſoo, from N. 15° E. to

BOOK II.

1797. Auguſt 12th.

N. 80° E.; ſouth Volcano, S. 78° W.; mountain in Nipon, S. 10° W. Calm weather and fair.

At 6 h. 30 m. the high mountain in Nipon and Point Eſarme bore S. 8° W.

Variable weather. We ſteered in for the bay, as wind permitted. At 7 h. 30 m. Point Eſarme bore South.

The wind favouring us, we ſteered for the entrance of Endormo harbour; and at 3 A. M. we came to in nine fathoms, muddy bottom: Hans Oldſon Iſland bearing S. 77° W. two miles.

In the forenoon the boat was employed up the harbour, ſeeking the moſt convenient place for our wooding, watering, and making obſervations, &c. Fair and pleaſant weather. Obſerved the latitude on ſhore.

In the afternoon we got under way and run up the harbour, where we moored in three fathoms water, perfectly ſheltered from every wind, and within two cables' length of the ſhore, and a-breaſt of a fine ſtream of water. Several houſes were ſcattered along the

the ſhore, inhabited by the inoffenſive natives of the iſland, who very ſoon paid us a viſit.

1797. Auguſt.

We immediately commenced our operations, but the bad weather much impeded our progreſs. The winds were chiefly from the S. E. quarter, with ſome rain; and on the 14th it blew very ſtrong. The conſtant gloomineſs of the weather was extremely unfavourable for the regulation of our time-piece; but we embraced every opportunity of taking equal altitudes.

Two days after our arrival we were viſited by ſome Japaneſe, who came from the town of Matzmai, as we underſtood them, on purpoſe to find out of what nation we were, and our intentions in coming here. And on the 18th our old friends arrived; the ſame we had noticed laſt year for their civility. They ſeemed much ſurprized at ſeeing us in ſo ſmall a veſſel, and could not well account for our coming here again. As they came expreſsly to look after us, and to prevent our intercourſe with the natives, we had always their company either on board or on ſhore, where they reſided oppoſite the veſſel. They were anxious for our departure, and ſtrongly urged it every day, but

BOOK II. 1797. August.

but in a very civil manner. I had to regret we could not underſtand each other better, this man being equally intelligible and communicative. I acquired from him a very compleat map of the Japaneſe iſlands, with ſtrong injunctions not to acknowledge from whom I procured it; as they explained the parting with it would bring them into diſgrace and puniſhment, were it known.

Theſe people informed us that the proper name of this extenſive iſland was Inſu or Inſoo, and univerſally called ſo by the natives: Matzmai applying only to the town and diſtrict inhabited by the Japaneſe, ſituated oppoſite to the coaſt of Nipon, in the ſtraits. They alſo informed us of the Ruſſians trading to Ago-dad-dy, a port on the iſland to the N. E. of Matzmai, which they repreſented as a very good harbour, much ſuperior to Endormo. There is another town in the ſtraits belonging to the Japaneſe, but I did not learn the name.

The peninſula about Endormo is very thinly inhabited; and in the harbour the men ſeemed to have no other employment but fiſhing for their daily food, while thoſe who lived on the other ſide of the iſthmus,

CHAP. IV.

1797. Auguſt.

iſthmus, open to the ſea, were always found collecting the ſeed-weed (fucus ſacharinus), which they dried in the ſun and made up in bundles for exportation. Great quantities of this weed dries upon the ſhores of Volcano bay, which makes a conſiderable trade to Matzmai, from whence it is exported to Nipon.

CHAP. V.

Off the Town of Matzmai in Inſu.—Proceed through the Straits of Sangaar.—Range along the Weſtern Coaſt of Inſu.—Peaked Iſland or Timoſhee.—Advance to 52° North Latitude.

BOOK II. 1797. Auguſt 21ſt. ON Monday we had completely refitted the ſchooner for ſea, amply provided with wood and water; and by laying her on ſhore we had repaired the defective copper on her bottom. The following morning we

22d. took leave of our Japaneſe friends, and to their great ſatisfaction we ſailed out of the harbour. The wind blowing freſh at S. E. with dark, gloomy weather; we came to in nine fathoms off the entrance, Hans Oldſon Iſland bearing S. 5° E. one mile.

23d. In the morning it was moderate and fair, with the wind from the eaſtward. At 8 h. A.M. we got under way, and ſtood over for Point Eſarne. The harbour at noon bore N. 37° E. nine or ten miles, where our

elevation made the latitude 42° 12′ 7″ N., mer. alt. 58° 56′ 30″.

1797. Auguſt.

We had no opportunity of making any other obſervations for the longitude of Endormo harbour than thoſe which were taken laſt year in Volcano Bay, which fix its ſituation to be in the latitude of 42° 19′ 29″ N., and 141° 7′ 36″ E.

By equal altitudes taken on ſhore between the 13th of Auguſt and the 21ſt, the watch No. 45, appeared very materially to have altered her rate. And on the 21ſt of Auguſt at noon, was ſlow of mean time at Greenwich 0 h. 7 m. 10 s.59, and gaining per day 1.26s. on mean time. The watch made the longitude on our arrival 140° 5′ 0″ in the harbour, which is an error of 1° 2′ 30″ in 46 days. Thermometer from 65° to 80°.

At 2 h. 30 m. we tacked cloſe in with the ſouth Volcano in ſeven fathoms. Calm weather and very hazy, 48 fathoms. Rocky and ſandy. Light airs. At noon the ſouth Volcano bore N. 58° W. Extreme towards Matzmai S. 69° W., and the main land of Nipon S. 15° E. to S. 34° W. No bottom with 50 fathoms. 24th.

BOOK II.

1797. Auguſt.

The Volcano Weſt, and Point Eſarne 16° E. at daylight. By noon it bore Weſt two or three miles. It forms a remarkable round head land, the upper part bare, which is occaſioned by the lava that has run down it on the ſides: between the drains it is covered with wood, and on the N. W. ſide we ſaw the ſmoke aſcending from the crater.

25th. Freſh breezes and fair weather enabled us to ſtretch acroſs the ſtraits for Nipon: at 5 h. we tacked in 70 fathoms; the N. E. point of Nipon or Cape Nambu bearing S. 40° E. two leagues; the other extreme W. ½ N. The high land S. 40° W. between this land and Cape Nambu is an extenſive bay with a low coaſt between them: the bay is of no depth. We continued plying to the eaſtward during the night, but in the morning we found we had loſt ground. At 11 h. 40 m. we had 40 fathoms, coral and ſtones.

At 2 h. A. M. 48 do.

At 4 h. do. 60, ſand and ſtones.

Point Eſarne, Weſt two leagues; no ground with 80 fathoms. Within the point in Volcano bay is a ſmall bay, and many houſes ſcattered about it.

Caln.

CHAP. V.

1797. Auguſt 26th.

Calm till 4 h. when a fine breeze ſpringing up, we ſtood over for Nipon. At 7 h. Cape Nambu, S. 10° W.; and Point Eſarne, N. W.; and ſoon after we tacked. By the altitudes taken this afternoon for the watch, ſhe ſhewed the longitude of Point Eſarne 9′ 10″ too much. The true latitude of the Point is 41° 49′ 20″ N., and longitude 141° 20′ 0″ E. By applying the Macao rate from Endormo harbour, it agrees within 1′ 30″ of longitude.

Moderate and cloudy weather.

At day-light we found a ſtrong eaſterly current ſtill prevented our getting to the weſtward; and at noon Point Eſarne bore S. 14° W. one mile. No ſoundings, at the ſame time, with 90 fathoms of line.

Cape Nambu and Point Eſarne bear from each other N. 22° W. and S. 22° E. nine leagues.

27th. We kept plying in Eſarne bay, which affords good anchorage cloſe in, and well ſheltered from the weſterly winds. We found many junks riding here, with cargoes of ſea-weed, waiting for a fair wind to proſecute

BOOK II.

1797. Auguſt.

proſecute their voyage. The inhabitants paid us a viſit; but only the men came into the veſſel, the women remaining in the boats. A fine ſtream of water is at the back of the ſandy beach, which is procured with great convenience. The volcano ſtill continued burning; and the weſtern ſide of the hill was entirely covered with pumice ſtones, appearing perfectly white. As the ſmoke aſcended, when to leeward we experienced a ſtrong ſulphurous ſmell. In the evening we ſtood over for Nipon; and at daylight Cape Nambu bore South. At noon the Cape bore 56° E.; Point Eſarne, N. 5° E.; extreme of Nipon, running out to a low point, Weſt: and we had very little current againſt us.

28th. Soon after noon we had light winds, which enabled us to keep in with the coaſt of Nipon and avoid the current, which we could plainly diſtinguiſh without us running with rapidity. Before we came a-breaſt of the high land we paſſed two large towns, and obſerved ſeveral junks at anchor within the beach, and off the eaſternmoſt town, which is ſituated at the commencement of the high land to the W. S. W. of the N. E. Cape. The whole country in this part was cultivated.

Bearings

1797. August.

Bearings at noon: the iſland, S. 87° E., juſt in ſight, three or four leagues; eaſt point of the harbour of Agodaddy, N. 17° E., about four leagues; extremes of Nipon, S. 2° W. five leagues, making high. Hazy weather obſcured the diſtant lands.

At 6 h. the wind failed us, and we immediately came to in 11 fathoms, rocky bottom; a ſmall iſland, off the north point of Nipon, bearing S. 40° W. one mile; Cape Nambu, S. 66° E; Point Eſarne, N. E.; extreme towards Matzmai, S. 75° E; and ditto of Nipon, S. 56° E. At 18 h. we got under way, paſſing cloſe to the iſland, in four fathoms, to avoid the current, which run very ſtrong, breaking in overfalls againſt the wind. Moderate breezes and cloudy weather.

29th. Light winds and hazy weather. The north point of Nipon is a low flat point, and is ſituated in the latitude 41° 31′ N. and 140° 50′ E. of Greenwich: from it the coaſt takes a S. W. direction. Cape Nambu bears S. 70° E., from the north point ten or eleven leagues.

Light airs and calms throughout the night; and in the morning we found the current had drifted us to the

BOOK II. 1797. Auguſt.

the North, when the eaſt point (which makes abruptly to the ſea) of Agodaddy harbour bore N. 12° E. two or three leagues.

Our ſoundings during the night varied from 42 to 24 fathoms: ſand and ſtones.

Freſh breezes and ſqually weather, with heavy rain, which entirely obſcured the land from our view.

30th. Light airs, with heavy rain, which ſubſiding at 3 h. we had calm and clear weather; and our ſoundings were 15 fathoms, within two miles of the ſhore: the entrance of Agodaddy bearing N. E. On the weſt ſide we remarked ſeveral villages in the vallies formed by the riſing grounds; and towards the weſt point of entrance the ſhore was well wooded. A light air carried us towards ſome high broken land, and we were neceſſitated to bring up near it in 56 fathoms, to avoid the current, when it bore S. 78° W. three miles; and a high falling point, on the coaſt of Nipon, bore S. 22° W.

We got under way with hazy and gloomy weather, keeping cloſe in with Matzmai ſhore, which preſented clayey cliffs, very elevated, and covered with a thick foliage

foliage of woods. Many runs of water were precipitated from theſe hills, which gave them a romantic appearance.

At 22 h. we paſſed an extenſive village, with ſeveral junks at anchor off it. Several boats put off from the ſhore to viſit us; but having the advantage of a fine breeze, we did not wait for them. This village was ſituated in a bay, the weſt point of it being rocky. An iſland opened with it in the direction of S. 85° W.; and ſoon after we opened the town of Matzmai: this rocky point forming the eaſt extreme of the bay. We alſo opened another iſland to the ſeaward. Matzmai bay is about four miles in extent: the two points forming it bear N. 70° W. and S. 70° E. from each other. At the weſt extreme is a very ſmall iſland, connected with the ſhore by a reef of rocks. A ſmall building upon it ſerves as a look-out houſe in the day, and a light-houſe by night. Our ſoundings were regular, with ſix fathoms cloſe in. A great many junks were lying along-ſide of each other, moored cloſe to the ſhore; and on the beach were ſeveral building and repairing. At noon we obſerved in 41° 22′ N.; the points of the bay, E. 5° N. to N. 65° W.; centre of the town, N. N. W. two miles; Nipon extremes, S. 15° E. to S. 61° E. five leagues.

BOOK II.

1797. Auguſt 31ſt.

The morning was ſo hazy we could ſcarcely diſtinguiſh the coaſt of Nipon.

Freſh breezes and hazy weather. We ſailed cloſe in along the ſhore to the town of Matzmai: and before we drew near we obſerved ſeveral horſemen, richly dreſſed, galloping into the town; and it ſhould ſeem by their numbers, the whole of the inhabitants were collected to take notice of us.

Near the centre of the town, at a landing place, was a body of troops in regular order, with their colours flying, as if they expected us to land.

The town was of conſiderable magnitude, extending along the margin of the beach, and aſcending gradually to ſome diſtance up the riſing grounds, interſperſed with trees and gardens.

The houſes were of wood, with the ſame kind of roofing, and univerſally covered with ſtones. The ſuperior dwellings were decorated with long pieces of coloured cloths, of various patterns, ſpread lengthways, which had a very chearful effect; the ground work being chiefly white. The temples or public edifices were equally adorned, and colours flying all

over the town, as if dreſſed for our amuſement. The hills at the back riſe to a good height, but were deſtitute of wood, and uncultivated, excepting ſome parts that were laid out in gardens.

The eaſterly wind brought in a number of junks and boats: they all kept cloſe in ſhore to avoid the current, which appeared to run to the weſtward very ſtrong in the offing. At 3 h. we ſtood to the ſouthward. After running ten miles the N. W. point of Nipon bore S. 34° E. three leagues, and extended up the Straits to Eaſt; but we could not diſcern more than four leagues in that quarter for the haze. The extreme of Nipon, which the Japaneſe call Sangaroo, projects from ſome bold high rocky land, and makes in hummocks at a diſtance; the extreme being higheſt, and falling abruptly to the ſea. It bears S.S. E. from Matzmai about ſix leagues. In the evening, 7 h., the light-houſe bore of us N. 54° W. three miles, and we had 65 fathoms, when the land of Matzmai took a N. N. W. direction. In the morning, at day-light, we were within four or five miles of the ſhore, without ſoundings. The S. W. extreme of Matzmai, S. 36° E.; land of Nipon, juſt open; extreme of Inſoo, North; an iſland, N. N. W.; another, S. 4° W.; to the Weſt

BOOK II. 1797. September 1ſt.

of it, a ſmall rock; third iſland, S. 70° W. Theſe two iſlands are high, but of no extent.

Soon after 1 h. the wind ſhifted to the eaſtward, and blew a ſtrong breeze, with dark cloudy weather. The coaſt of Inſoo formed a bay from the land, and we were a-breaſt of it at noon, extending to the North ſeveral miles; but the haze over the ſhore prevented our obſerving any thing diſtinctly. The land was in general high, and bare of wood towards the ſea.

We paſſed between the iſland, which at noon bore N. N. W., and the north point of the bay, having a clear paſſage three or four leagues wide. The iſland was low at each extreme, and tolerably elevated: its greateſt extent two or three leagues, in a N. E. and S. W. direction. At 7 h. it bore from S. 50° W. to N. 67° W.; north point of the bay, N. 15° E. three leagues. The night was ſqually, with threatening weather; and at midnight we brought to till day-light, when the extremes of Inſoo extended from N. 48° E. to S. 18° E.: the coaſt receding very conſiderably to the eaſtward. The iſland bore from S. 8° W.; neareſt land of Inſoo, four or five miles.

We

We made ſail to the N. E., but the forenoon was variable and calm at times: at laſt it fixed in the eaſtern quarter. 1797. September.

A junk accompanied us, continuing the ſame courſe along this coaſt. At noon the north point of the bay we paſſed yeſterday bore South; and the extreme, N. 52° E.; neareſt land, S. 10° E. two or three leagues; the iſland, juſt in ſight, S. 50° W. Current 22 miles North.

Strong breezes and very ſqually weather; and the gloomineſs of the atmoſphere prevented our diſtinguiſhing the coaſt very accurately. The country appeared highly diverſified by hills and vallies; but no openings promiſing ſhelter that we could diſcern till 4 P. M. At 7 h. we were within two leagues of the land, ſet at noon N. 52° E., which makes high, deſcending gradually to a low point near the ſea, off which is a ſmall iſland and a rock above water. From the point the land of Inſoo takes the direction of N. 60° E. 2d.

At 8 h. the noon point bore S. E. two leagues; and it became calm. At 9 h. the wind freſhened up from the eaſtward, with gloomy weather, which in the forenoon

BOOK II.

1797. September.

forenoon increaſed to a freſh gale, with heavy rain from the N. E. quarter; and we ſtood to the N. W., having no ſight of the land.

By the Japaneſe chart, in the bay we croſſed in the afternoon is a river of ſome extent; and at 4 h. an opening round a high point, S. 5° E.; and at 6 h. it bore S. 30° E., but ſo indiſtinctly we could not aſcertain whether we were right in our conjectures. The wind blowing ſtrong from the land, prevented our approach to the ſhore to prove any thing with certainty.

3d. Strong breezes and cloudy weather: extremely hazy round the horizon, and a large ſwell from the North. More moderate. Tacked ſhip.

10 h. Half paſt, tacked.

20 h. Swell much abated.

24 h. Freſh breezes and hazy weather.

4th. Moderate breezes and very cloudy weather.

3 h. Tacked ſhip.

11 h. Dark cloudy weather, with rain.

15 h. Hove to and ſounded.

At noon Peaked Iſland, N. 8° E. ſix leagues.

Two

Two flat iſlands, S. 70° E. to S. 87½° E. two ditto. CHAP. V.

Extremes of Inſoo, from S. E. to N. 60° E. about ſeven leagues. 1797. September.

We ſaw an iſland to the eaſtward; and ſoon after another, with a high peak in the centre, bearing N. by E. At 22 h. we ſaw the main land of Inſoo from Eaſt to S. E.

We ſteered for the north extreme of Inſoo, paſſing to the Weſt of two low flat iſlands that bore a barren appearance, and were uninhabited. The main land continued high and irregular, gradually decreaſing towards the extreme, which appeared low and well wooded. At 7 h. the wind died away, and it was calm till 11 h.; the extremes of Inſoo then bearing from N. 37° E. to S. 14° E., diſtant four leagues from the neareſt parts. 5th.

Flat iſlands, S. 12° W. and S. 34° W.

Peaked Iſland, N. 15° W.

Towards midnight the wind came from the Eaſt, and we ſtood to the northward. At day-light the extreme,

BOOK II. 1797. September.

extreme, North of Inſoo, N. E.; and we made ſail to get up with Peaked Iſland; but the wind veering to E. N. E., we were unable to weather it: and at 22 h. we bore away to the Weſt, ranging the iſland at 1½ miles diſtant, in 45 fathoms, rocky bottom. We ſoon after opened another iſland, bearing N. 30° W., two leagues from the S. W. point of Peaked Iſle. At noon we had very pleaſant weather. The extremes of Peaked Iſland extended from N. 10° E. to S. 69° E.; the Peak, N. 62° E., two miles the neareſt part; the other iſland, N. 2° to 20° W.; extremes of Inſoo, S. 37° E. The north part we could not ſee, being ſhut in with the Peak, from which it bears north-eaſterly.

6th. Soon after noon a canoe from Peaked Iſland came on board. Theſe people were in every reſpect the ſame with thoſe of Volcano bay. They called the Peaked Iſle, Timo-ſhee; and the other, Tee-ſhee. Timo-ſhee is of an irregular figure, ſix or ſeven leagues in circumference, riſing gradually from its baſe to an uncommon high peaked hill, preſenting evidently a volcanic crater. Beneath it the mountain was much broken into cragged points, and to appearance rocky half way down, forming drains or fiſſures, which exhibited various coloured earths, cinders, pumice ſtones, and

1797. September.

and ſulphurous matter. The ſhore of the iſland was ſkirted with rocks; but well clothed with wood, even half way up the mountain.

The woods were diverſified with pine trees; and the verdure on the land gave it an agreeable proſpect from the ſea, the bare parts of the mountain being generally obſcured by the clouds.

As we opened the paſſage between the iſlands we obſerved ſome houſes, to which our viſitors returned; and we ſtood over for the other iſland, but calms during the night prevented our approaching it; and in the morning we had heavy rains, with a ſtrong wind from the N. E. quarter. At noon Tee-ſhee bore from N. 63° E. to S. 76° E.; and Timo-ſhee, S. 55° E. three leagues.

Tacked, in hopes of weathering the iſland of Tee- 7th.
ſhee, which at 7 h. bore from S. 50° E. to Eaſt. It extends about four leagues in a N. by E. and S. by W. direction, very moderate in elevation when compared with Timo-ſhee. It riſes abruptly from the ſea in rocky cliffs. The northern part is low and very rocky. On the ſouth part we ſaw ſome habitations. The paſſage dividing theſe iſlands is to appearance free

BOOK II. 1797. September.

from all danger, running in a N. E. and S. W. line of direction. At midnight the iſland bore to the South of us about two leagues. Soon after, the wind failed us; and we had light airs from the eaſtward, which prevented our approach to Inſoo. We therefore tacked and ſtood to the North: and at 5 A. M. we ſaw an iſland bearing N. by E.; and the north extreme of Inſoo, S. 72° E. ſeven or eight leagues. At noon the wind increaſed, with cloudy weather: Timo-ſhee Peak, S. 8° E. twelve leagues; Tu-ſhce, S. 2° to 12° W.; the north extreme of the iſland of Inſoo, juſt viſible, S. 50° E.; and in the direction of N. 60° E. we juſt diſcerned more land: iſland to the North, N. 13° E. I make the latitude of the N. W. point of Inſoo 45° 25′ N., and the longitude 141° 27′ E.; leaving between it and the diſcovered land an extenſive ſtrait, which the wind prevented our entering.

To the South of what is ſuppoſed to be the N. W. point of Inſoo, between 45° 15′ N. and 45° N., we could not diſtinguiſh the coaſt. It is therefore probable this may be only an iſland; and the Japaneſe chart ſeems to confirm it. The wind prevented me clearing up this point. Theſe remarks are ſince our being to the North.

At

CHAP. V.

1797. September 8th.

At half paſt, the new land ſet at noon extended from N. 38° E. to S. 85° E.; centre of North Iſland, N. 20° W.; Timo-ſhee, S. 8° W.; Tu-ſhee, S. 20° W. about twelve leagues.

Moderate weather throughout the night.

We layed to till day-light.

Made ſail; the extremes bearing from N. 20° E. to S. 69° E. ſix leagues.; North Iſland, N. W. four leagues. By noon we were within three miles of the land, when it extended from N. 25° E. to S. 20° E. eight or ten leagues, the ſouth extreme; the iſland, S. 64° W. to S. 70° W. ſix or ſeven leagues. Very pleaſant weather, and a ſteady wind. As the Japaneſe, in their chart, make an extenſive iſland to the North of Inſoo, I conjectured this to be the ſame land. The ſouthern part of it is rather high, but in general very moderate in elevation. I place the ſouth part in 46° N. latitude, and 141° 37′ E. longitude. The iſland laying off this part of the coaſt was high and woody, but of no extent. It lays in the latitude of 46° 17′ N., five or ſix leagues, in the direction of S. 50° W. from Village Point, which bore N. 25° E.

BOOK II. 1797. September.

from us at noon. As the wind prevented our paſſing to the eaſtward of this coaſt, and examining the ſtraits, which I ſuppoſe to divide it from Inſoo, we were obliged to range it on the weſtern ſide; and at noon continued our courſe to the north-eaſtward, for that purpoſe.

9th. At half paſt 6 h. the extremes of land bore from S. 15° E. to N. 15° E.; a round hill, N. 36° E.; and the iſland, S. 32° W., off ſhore four or five miles.

Cloudy weather.

At half paſt 17 h. tacked. The land bore from N. 26° E. to S. 2° E. Tacked again. Round Hill, S. 45° E., four or five miles off ſhore.

Light airs and calms. Round Hill, S. 28° E.: the extremes preſerved the ſame bearing; and we were two or three miles off ſhore. Soon after noon we paſſed the north extreme: to the South of it were ſeveral ſcattered houſes. The land tended to the northward, bold and cliffy, of moderate elevation, ſwelling into riſing grounds, well clothed with wood and verdure. The coaſt was ſtraight and uniform

in

in appearance, and nothing remarkable but the Round Hill.

CHAP. V.

1797. September 10th.

Freſh breezes from the land; and we ſtood to the North, as the wind permitted. At 6 h. the extremes, North, making low land, bore N. 40° E.; and the Round Hill, making the ſouth extreme, N. 26° E., three or four leagues off ſhore.

The night was ſqually, and we began to feel the weather very cold.

The land extended from N. 15° E. to S. 15° E.; and a conſpicuous high mountain bore N. 37° E., four or five leagues from the land a-breaſt of us, which appeared very low; and in ſome parts we could not diſcern any land. We hauled up in ſhore till we perceived the coaſt connected by low land, well wooded; nor could we obſerve any openings whatever. At 20 h. we ſteered to paſs without the low extreme, north point, which at noon bore N. 20° E. three or four leagues; the other extremes, S. 55° E.: but the more diſtant land was obſcured by the haze. The mountain bore N. 51° E. The coaſt we paſſed in

BOOK II. 1797. September 11th.

in the night was more indented than uſual, but did not promiſe any ſhelter.

At 2 h. we paſſed the low point, making the extreme at noon. It is the only part we have yet ſeen making a point. It projects out with a gradual deſcent from the high land, terminating very low. It is ſituated in the latitude of 48° 46′ N., and longitude 141° 32′ E.

At 7 h. we hauled off for the night; and at midnight we had ſtrong breezes and hazy weather, when we wore and brought to the wind till day-light, our ſituation being the ſame as laſt night: the extremes bearing S. 5° E. to N. E. At 20 h. a ſugar-loaf hill, S. 84° E. The coaſt ſtill preſerved a northerly direction; but our view was much limited by the haze. At noon the Sugar-loaf, making the extreme, South; north extreme, N. 9° E., two or three miles off ſhore.

Squally and dark gloomy weather.

The high round mountain to the S. E. of the low point, which we paſſed in the afternoon, makes this

part eaſily known. To the ſouthward of it the land is of moderate elevation; but to the northward, remarkably high, and riſing abruptly from the ſea. Inland, the mountains were ſtill more elevated: many of them clothed with wood up to their ſummits. The ſhore continued bold, and preſented no dangers to obſtruct our navigation. We could not diſcern any openings, or the ſmalleſt appearance of the coaſt being inhabited.

I could not reconcile the extent of this land with the iſland North of Inſoo, in the Japaneſe chart; neither did it continue the ſame eaſterly direction: however, to clear up the matter, we had only to continue our courſe, keeping well in with the land. The land to the Weſt we could only conclude to be the coaſt of Tartary; but the extent of the land we had now traced up for $4\frac{1}{2}$ of latitude we could not all comprehend. Nor had we any books or charts to clear up our doubts, except Cook's third voyage, which only tended to confuſe us: I mean in thoſe extracts relating to the voyage of the Caſtricom and Breſkes, where he ſuppoſes the former fell in with the eaſtern coaſt of Tartary, when De Vries imagined they were exploring the land of Jeſo up to 49° N.

Our

BOOK II. 1797. September.

Our doubts were now partly cleared up at noon; and we began to ſuſpect, from the appearance of the low lands, and our decreaſing ſoundings, (with our northern latitude), that we were not likely to get to ſea, from our preſent ſituation, without returning to the South.

12th. The extremes from N. 30° E. to S. E., two leagues off ſhore. The land very high and uneven.

At half paſt 9 h. we hauled off for the night, having dark gloomy weather and heavy rain; and at 9 h. we brought to under low ſail.

Variable weather, with light airs and calms.

At half paſt 17 h. the land extended from N. 22° E. to S. 18° E. five or ſix leagues; and at the ſame time, we ſaw more land bearing N. 78° W., juſt viſible from the deck. I conceived this land to be the coaſt of Tartary. The forenoon was calm and clear weather, which enabled us, for the firſt time this moon, to obſerve diſtances. The land to the Weſt preſerved much the ſame appearance; the north extreme, terminating low towards the ſea, bore N. 24°

N. 24° E., five or ſix leagues diſtant. At noon the ſouth extreme, S. 14° E.; and a very remarkable peaked hill near the ſea, S. 64° E.; a break in the land, S. 40° E.; the coaſt of Tartary, from N. 71° W. to S. 80° W. about 12 or 15 leagues. No current have we yet experienced.

CHAP. VI.

Impracticability of getting to Sea by the Northward.—Determination of returning.—Remarkable Hazineſs of the Atmoſphere.

BOOK II. 1797. September 13th.

CALM, and fair weather.

4 h. Light breezes.

Extremes of Tartary, from N. 55° W. to S. 80° W.; and the point which terminated the land to the northward at noon, N. 35° E.; ſouth extreme, S. 16° E.

Fine moon-light. As we ſuppoſed we were at the extent of the eaſtern land, we hauled our wind till day-light; for we ſtill imagined it to be an iſland. We ſaw the peaked hill bearing S. 27° E.: and the eaſtern coaſt ſtill extended to the North, our diſtance from it three or four leagues. In the morning the wind increaſed to a ſtrong breeze, with ſqually weather.

As

CHAP. VI.

1797. September.

As we run to the North the coaſt became gradually lower, always terminating in low points; and the interior land was bare of wood. We ſaw no double land, which gave us reaſon to imagine we were near its extremity: and indeed the extent of this land was much greater than we could ſuppoſe the Japaneſe iſland to be, as laid down in their chart. Our ſoundings gradually decreaſed to 11 fathoms; and we hauled over for the weſtern land. At noon a low ſandy point bore N. 15° E.; the extreme of the coaſt of Tartary, N. 30° W.; a round hill, Weſt; and the extreme, W. S. W. Our diſtance from the eaſt ſhore two or three leagues.

14th.

Freſh breezes and very ſqually. In ſtanding towards the weſtern land we had regular ſoundings, which decreaſed as we approached it: and the wind veering to the Weſt, we came to an anchor in nine fathoms, four leagues from the land; the round hill bearing S. 64° W., making the extreme to the Weſt.

Extreme of the eaſtern ſhore, S. 23° E. Sea open between North and N. 30° E.; the points being very low land.

In the night the wind moderated.

BOOK II.

1797. September.

We got under way at day-light and ſtood to the North, decreaſing our water to three fathoms, when we tacked, and ſoon after came to in four fathoms, hard ſand. The round hill, S. 58° W.; a conic hill, N. 50° W. From N. 15° E. to N. 53° E. we ſaw no land; but from thence a continuation of very low land, juſt appearing above the water. Extreme of weſt land, S. 48° W.; eaſt extreme, S. 30° E.; neareſt land, W. 10° S. about three miles. The ſhore a-breaſt of us roſe abruptly from the ſea, rocky and barren. The top of the cliffs were partially wooded, as was the conic hill, which made it conſpicuous.

The morning was moderate and very pleaſant weather: and the moment we anchored, the maſter was diſpatched with the boat to examine the coaſt about the conic hill, which ſeemed likely to afford ſome ſhelter for the veſſel.

By obſervations for the longitude taken on the 11th, 12th, and 14th of September, and reduced by the watch to the anchorage, being the mean of 27 ſets of lunar diſtances by myſelf, Mr. Chapman, &c.

will ſhew,	☉ and ☽ * and D,	141° 14′ 17″ E.
The diſtances were Eaſt and Weſt of the moon, by the ſun and ſtars,	By watch,	141° 47′ 20″
	Do. by Macao rate,	141° 1′ 5″

The

The maſter returned at dark, and reported his having rowed round the point which bore N. 10° E., when he entered a bay which took a weſterly direction at the back of the conic hill, about three or four miles deep. In the entrance they had five fathoms, but the wind blowing ſtrong they did not examine to the head; and it was entirely open to the eaſtward. The ſouth point, and indeed the whole of the land which formed the bay, was compoſed of white and reddiſh coloured rocks, ſo ſteep as to prevent their landing. The head of the bay was low, and whole appearance extremely barren, only preſenting a few foxtail pine-trees of a ſmall growth upon the hills, and no ſigns whatever of any habitations; neither could they obſerve any riſe and fall by the ſhore. In going in after paſſing a bank of three fathoms, they had deepened their water from four to eight fathoms, and the maſter conceived the paſſage to the North was pretty evident. I cannot ſay I was of the ſame opinion, but to clear up all doubts we got under way at daylight, and after making a tack we ſtood to the North. At noon the ſouth point of the bay bore N. 6° W. ſix or ſeven miles, and the conic hill N. N. W. Our ſoundings for the laſt hour were only 3½ and 3 fathoms. The wind was moderate, and we had fine ſmooth water.

Our

BOOK II. 1797. September. 16th.

Our ſoundings ſtill decreaſing to leſs than two fathoms, when it became expedient to tack. At this time we plainly diſcerned very low land extending over the N. E. part of what the maſter had conceived might be a paſſage leading to the ſea: the neareſt part bore from us N. E. by E. three or four miles, and from thence to North within the ſouth point of Chapman's Bay (ſo named from the maſter) was a continuation of ſand banks partly dry, with ſome of them juſt appearing by riplings upon the ſurface. We were now fully convinced there was no opening to ſea in this direction, the whole being cloſed by low land, which we could plainly diſtinguiſh at intervals; behind the low land at a conſiderable diſtance we obſerved ſome high land in a N. E. direction. If any river empties itſelf into this bay, I ſhould ſuppoſe it very inconſiderable, as we had no appearance of any tide, nor any ſigns to lead us to ſuſpect there were any rivers on the coaſt. As the maſter had repreſented the bay unfavourable, even ſuppoſing we could get there, which I deemed from the ſhallow water leading to it impracticable, without great riſk of the veſſel; and there being no proſpect of any inhabitants to get information of, reſpecting the country, induced me to loſe no more time, as the equinoxes were approaching, but proceed to the ſouthward, down the gulph we

were

were at preſent ſo totally embayed in, before the bad weather could materially affect us. CHAP. VI. 1797. September.

We kept our wind; and at half paſt 2 h. we were in our old anchorage, having run ſix miles, and gradually increaſed our water from two to four fathoms.

We tacked within two or three leagues of the ſhore. The land in this part was indented, and a ſmall rocky iſland lay off it. The wind veering to Eaſt, we hauled off to increaſe our diſtance from the land. The night was very ſqually, and we had a great deal of lightning and rain; and fortunately for us, as the gale increaſed, it came more northerly. At 14 h. we brought to the wind till day-light, when we bore up with a freſh gale and continual rain. The eaſtern land was ſeen till near noon, when we loſt ſight of the peaked hill, bearing Eaſt; and then diſcovered the weſtern coaſt, extending at noon from 60° W. to N. 80° W. three or four leagues.

Hard ſandy bottom: and purſuing our courſe to the ſouthward, we increaſed to 15 fathoms at 6 h. 30 m., when the conic hill bore N. 8° E.; and the round hill, S. 70° W., three or four leagues off ſhore. The night was moderate. A calm in the morning 17th.

BOOK II.

1797. September.

brought the wind from the ſouthward. At 18 h. we had 25 fathoms muddy bottom, the Round Hill bearing N. 72° W. From the hill the land projects to the Eaſt, and preſents a range of ſteep, rocky cliffs. To the north and ſouth of it the land is level and uniform, and much indented, but we ſaw no appearance of any openings. At noon the Eaſt coaſt extended from N. 86° E. to S. 40° E. 10 or 12 leagues.

Land about our anchorage to the N. N. 6° E. Round Hill N. 53° W. South extreme of weſt coaſt S. 29° E. three or four leagues. 27 fathoms clayey bottom.

18th. Strong gales and very hazy weather, with a large ſea.

At 1 h. we brought to under a low ſail, as we could not ſee any thing of the land. At 5 h. it cleared away, and the land extended from North to S. W. by S. four or five leagues. Soon after we bore up and ſteered for it till dark, when it was diſtant two leagues; and we brought to: the wind was more moderate, and gradually abated towards midnight, when it again ſprung up from the eaſtward, and we made ſail to clear the land. At 17 h. 30 m. the land was ſeen from

from N. to S. W.: neareſt part, Weſt, two leagues, high and rugged. CHAP. VI. 1797. September.

The wind increaſed to a freſh gale in the morning, with ſqually, cold, and unpleaſant weather. At times we could diſtinguiſh high land on the eaſtern ſhore, but very imperfectly. At 22 h. the obſcurity of the weather induced us to bring to; and at 23 h., it clearing away, we again ſteered to the South. At noon we had freſh gales, with hazy threatening weather, and heavy ſhowers of rain. The land was juſt diſcernible to the W. S. W., four or five leagues diſtant. Some albatroſſes were ſeen.

The wind having increaſed to a hard gale, with very heavy ſqualls and a large ſea, we layed to under a low ſail. At 5 h. we ſaw the land through the haze, from North to S. W. by S.; and the weather being more moderate we bore away, ſteering a courſe parallel with the coaſt. At 6 h. the ſouth extreme bore S. 48° W.; high land a-breaſt of us, Weſt, about five or ſix leagues. At 8 h. we brought to. The gale, after ſunſet, ſubſided; and at 16 h. it was calm, with a good deal of ſwell, and fine clear weather. 19th.

BOOK II.

September 19th. At 17 h. the extremes, being the ſame ſeen laſt evening, extended from N. 5° W. to S. 56° W. four or five leagues. We alſo perceived the high mountain on the eaſt coaſt.

Light breezes, and very pleaſant evening.

At noon the weſt coaſt, from N. 42° W. to S. 64° W.; and the mountain on the oppoſite, N. 82° E. 14 leagues. Aired the ſchooner with fires.

20th. At 1 h. having remarked the eaſtern coaſt ſufficiently, with which view we had before tacked in the morning: to make it diſtinctly, we now ſtood for the weſtern coaſt. At 6 h. the ſouth extreme bore S. 68° W., terminating in a hill of a conic ſhape; north extreme, N. 28° W. four or five leagues. The land a-breaſt of us preſented much the ſame inhoſpitable aſpect we had obſerved up the gulph to the North.

In the night we had a ſwell from the S. E. quarter, with dark, gloomy, threatening weather; and in the morning we had an increaſe of wind, with ſome rain. Tacked at 16 h. At 17 h., the wind veering to the Eaſt, we bore away; the high mountain on the eaſt coaſt bearing from us due Eaſt. At 20 h. the weſt

ſide

ſide of the land bore N. W.: and the wind veering more northerly, brought with it freſh gales and rainy weather, which entirely obſcured the land; and we had every proſpect of an approaching gale of wind. We reduced our ſail accordingly, and increaſed our diſtance from the ſuppoſed direction of the weſt coaſt, which we had only ſeen imperfectly in the morning. We had no ſoundings theſe 24 hours.

21ſt. Strong gales, with heavy rain and frequent ſqualls. Judging we were ſufficiently clear of the land, I thought it moſt prudent to bring to, with our heads to eaſtward. At ſunſet it blew a very ſevere gale, with conſtant rain; and we remained laying to under a cloſe-reefed mainſail, with a very heavy ſea. Every hour, during the night, ſeemed to add force to the wind, which blew with uncommon violence; and the weather was dark and gloomy to a degree, ſo much ſo that we could not ſee beyond the veſſel. We had only to hope the land continued a ſouth-weſterly direction, as we could not carry any ſail to eſcape it, ſhould it for us unfortunately tend to the South of S. S. W. Our little veſſel made very good weather; for though the ſpray of the ſea blew conſtantly over us, we did not ſhip any quantity of water. At 14 h. we were very happy to find the gale abating; and by

BOOK II. 1797. September.

16 h. we were enabled to carry ſome ſails: the wind alſo veered to S. S. E., and we had a confuſed broken ſea.

At day-light we ſaw the land from the North to W. 5° S. about five leagues. In the morning the wind ſhifted to S. S. W., and we had very ſevere ſqualls, which ſplit moſt of our ſails. It ſoon after became calm; and we were left to the mercy of a moſt irregular ſea, breaking in every direction. The weather obſcured the land; and at noon we had light breezes from the N. E. quarter.

22d. Variable and threatening weather, with ſhowers of rain, and the ſame confuſed ſwell. Having ſplit all our ſails, except the fore-topſails, in the gale, we were buſily employed repairing with the remaining ſuit. The haze prevented our ſeeing the land; and at 10 h. the wind veering to the S. W., we ſtood off the remainder of the night.

Variable winds, which at laſt ſettled in the N. W. quarter, and blew a freſh breeze. At 17 h. 30 m. the land extended from N. W. to S. 80° W.; and at 20 h. we ſaw it bearing S. W. by W. To the North it was high and broken, with bare rocky projections: the more

more level parts of the coaſt were of a browniſh appearance, and covered with pine trees. At noon we had light airs and fine weather. The coaſt extended from N. 12° W. to S. 65° W. about five leagues. To the N. W. there appeared a ſmall opening; or perhaps, the land being indented, it might be a bay, which our diſtance prevented there being any certainty of; and it was directly to windward. We had no ſoundings.

23d. Light breezes and cloudy, with a ſouthern ſwell. We ſteered in the direction of the coaſt; but the haze prevented our diſtinguiſhing any thing particular in the land, from which we were diſtant four or five leagues. At 6 h. the ſouth extreme, making a high hill, bore S. 70° W. ſix or eight leagues; and we hauled more off the land.

The night was ſqually and rainy, with a great deal of lightning, which brought the wind to the ſouthward. At 14 h. we ſtood to the eaſtward.

Heavy ſqualls of wind, and a large ſwell, ſplit the jib. By noon we had clear weather, which gave us a diſtinct view of the land, extending from Weſt to N. 35° W., diſtant 10 or 12 leagues.

Light

BOOK II.

Light winds from the land.

1797. September 24th. Squally weather. We kept close to the wind, expecting to get well in with the land in the morning.

Fresh breezes and clear weather. Towards noon the wind veered to N. W., and we were unable to approach the land within five leagues. It made high in parts; and the sides of the hills were perfectly bare, and destitute of any verdure. The extremes at noon, from N. 14° W. to S. 80° W.; Round Hill, set yesterday noon, N. 35° W.

We were this day to the southward of the eastern point, which forms the entrance of the gulph, in the latitude of 46° 0′ North; and in which parallel of latitude it is about 60 leagues across, and runs up North and South 120 leagues. I named it the Gulph of Tartary. It is possible there may be some openings that have escaped our notice in such an extent; and if any, probably on the western side, which the bad weather prevented our making too free with on some days; and when fair, the wind was contrary. Excepting on the east point we saw no habitations whatever; nor had we any reason to suppose the sea coast

was

was inhabited. In general I have found in all countries, wherever they are inhabited, particularly in remote ones, the ſmoke of fires is always viſible, and univerſally made whenever ſtrange veſſels appear, as ſignals of alarm, or to awaken their curioſity; and I think it moſt likely no veſſel ever appeared in theſe ſeas before, to excite their admiration.

The ſeaſon being too far advanced to permit our paſſing through the ſtraits which divide the land of Inſoo from Tartary, and proceeding up to Sakuleen Iſland, agreeable to my firſt intentions, and from thence more fully examining the Kurile Iſlands, and afterwards to continue exploring the Corean coaſt to the Yellow Sea. This plan being rendered abortive by the unfortunate loſs of his Majeſty's ſhip Providence, and the want of proviſions in the ſchooner, induced me to prefer the continuation of the coaſt of Corea, as the moſt eligible. For even on the ſuppoſition of ſucceeding in my reſearches to the North, I had every reaſon to be aſſured the weſterly winds would prevent my repaſſing the ſtraits of Inſoo, and of courſe the Corean coaſt would be left unexamined. I therefore continued our courſe to the ſouthward.

I began

BOOK II.

1797. September.

I began alſo to conceive Captain King was right in his conjectures concerning the Dutch ſhips having coaſted the eaſtern ſide of Tartary, from 45° North to 49° North, without knowing it to be ſuch. I only regretted we had not with us Janſen's map of their diſcoveries. It however appears very evident that the land called Eſo by the Dutch navigator, which I believe implies Eſau, or the land of hairy men, and which the natives call Inſoo, as well the Japaneſe we ſaw as before explained, is an iſland of very conſiderable magnitude, extending from 41° 24′ North to the latitude of 45° or 45° 25′ North, and from 140° 0′ Eaſt to 146° 22′ Eaſt, being 70 leagues, in the parallel of 44° 30′ North, wide; and which is not its greateſt breadth. We ſaw nothing of the northern part; but as we ſaw no land between 45° 25′ North and 46° North, will leave an extenſive ſtrait between it and the peninſula of the coaſt of Tartary: or, ſhould the land before mentioned, in 45° 25′ North, prove to be an iſland, which I imagine to be the caſe, there will ſtill be a clear channel remaining between it and the land of Inſoo, as exhibited in the Japaneſe chart, which accompanies this journal.

It appears manifeſtly the miſtake of De Vries, in imagining the land he fell in with, in 45° North, to

be the land of Eſo, and which, according to the weather, he might eaſily ſuſpect; as in the connection of lands we are frequently deceived, and find openings and channels where none were expected. For inſtance: in the ſtraits of Matzmai, where the iſland of Inſoo is divided from Japan by a paſſage not five leagues wide; and the north point of Japan is ſeven miles North of Matzmai town, and ten miles North of the ſouth point of Inſoo, which, on entering the ſtraits from the weſtward, makes it appear as if there was no paſſage between them, the points being ſhut in with each other.

Tacked and ſtood in for the land againſt a moſt unpleaſant head ſea. At 5 h. 30 m., the wind again coming to the Weſt, we ſtood to the S. W.; the land at the time extending from N. by W. ½ W. to W. by S. 25th.

Freſh breezes throughout the night, with a confuſed ſea, that drove us bodily to leeward. The land continued the ſame direction and diſtance; and the wind and ſea together prevented our nearer approach to it.

BOOK II. 1797. September.

At noon the land extended from N. 25° W. to N. 75° W.; high broken land, N. W. ſeven or eight leagues.

26th. Tacked and ſtood for the land.

Stood off for the night; the land extending from N. 25° W. to S. 80° W.

Calm and hazy weather.

Light airs: ſoon left us.

Freſh breezes and gloomy weather, with rain. We ſteered for the outer extremity of the coaſt, which at noon appeared extending from the North to N. 85° W.; an opening or bay, N. 66° W. ſix leagues. The north extreme was the high broken land.

27th. Freſh breezes and dark gloomy weather, and very ſqually.

We drew in with the land, which was almoſt obſcured by the clouds; and at 6 h. the ſouth extreme, making in hummocks, bore S. 85° W.; between it and

and a hilly point, bearing N. 83° W. The coaſt receded, and was in that part very low; but ſtill the whole of the coaſt appeared to us cloſely connected, particularly the opening we had remarked at noon. The land was much broken, forming hills and vallies, very deſolate to our view; and we were four or five leagues from the ſhore.

At 11 h. we hauled upon a wind under a low ſail; and at day-light we made ſail: the land extending from N. 5° E. to S. 79° W. In the morning we had very ſtrong breezes and fair weather; and we frequently paſſed quantities of coarſe graſs. At noon the ſouth extreme, forming a high hill from which ſome low land projected, bore S. 84° E. five or ſix leagues; very high broken land, N. W. by W. four leagues; the extreme to the northward, N. 5° E.

Since the laſt obſervation the current has ſet us S. 20° E. 26 miles.

28th. At half paſt 1 h. the wind coming to the S. W. permitted us to ſtand in for the land. At ſunſet we were cloſe in, but we could get no ſoundings with 90 fathoms. We could not perceive the ſmalleſt appearance of any openings, nor any thing to lead us

BOOK II. 1797. September.

to ſuppoſe the coaſt being inhabited. The land preſented a rugged and rocky ſhore, with a few trees ſcattered upon the ridges of the hills. Theſe hills were of little elevation, near the ſea, forming abruptly at unequal diſtances; but the interior land made very high. The extremes, when we tacked, bore from N. N. E. to W. S. W.

The night was moderate, and the wind being ſteady from the S. W. and W. S. W., we unavoidably increaſed our diſtance from the coaſt, which was ſeen very indiſtinctly in the morning to the N. W.

29th. Freſh breezes and hazy weather.

9 h. Tacked, and ſtood to the weſtward.

12 h. Moderate weather, with a heavy dew falling equal to ſmall rain.

18 h. Light breezes and very hazy.

24 h. Very cloudy weather. No ſight of land.

30th. Moderate breezes and very cloudy: the atmoſphere entirely obſcured. At half paſt 4 h. we ſaw the land to the N. W.

7 h. The extremes of land, from N. 10° W. to N. 80° W., making in detached hills. The ſun ſetting very clear gave us a diſtinct view of it, at ſeven or eight

eight leagues' diſtance. We tacked for the night at 6 h. 30 m. CHAP. VI.

12 h. Light winds, with gentle ſhowers. 1797. September.

18 h. Foggy weather, which towards noon cleared away with the northerly wind; but it ſtill remained very hazy.

22 h. Small land birds and ſeveral gulls ſeen.

24 h. Freſh breezes. No land in ſight.

Moderate breezes and hazy weather. October 1ſt.

5 h. Light breezes.

12 h. Light airs.

18 h. Calm weather. We diſtinguiſhed the land bearing N. by W. At 20 h. we had light airs from the ſouthward, with mild weather, which permitted the performance of divine ſervice. At noon the land bore from N. 10° E. to N. 22° W. eight leagues.

Light winds and very ſmooth water carried us towards the land, which tended to the weſtward. We alſo paſſed quantities of coarſe graſs. 2d.

The land extended from N. 33° E. to N. 23° W. about ſix leagues. The night was calm and cloudy.

12 h. Light airs.

18 h.

BOOK II. 1797. October.

18 h. Pleaſant breezes from the eaſtward. The land, from N. 42° E. to N. 35° W. Low land appeared near the ſea, and very high mountains well wooded at the back. We purſued our courſe in the direction of the ſhore, which at noon extended from N. 42° E. to N. by W. ſix or ſeven leagues, and the appearance of more land to the N. W.; but it was ſo dark and hazy in that direction, we could not well diſtinguiſh. The wind a fine breeze.

3d. Moderate breezes and hazy. We ſtill continued our courſe to the weſtward, in the direction of the coaſt, which was generally obſcured from our view by the haze over it. At 6 h. we could only ſee a ſmall part bearing N. N. E. ſix or ſeven leagues; and the wind veered to the North, with ſqually and rainy weather. The atmoſphere extremely gloomy.

At 10 h. 30 m. hauled our wind, and hove to under a low ſail. Wore ſhip.

17 h. Made ſail, with a ſtrong wind and a confuſed ſea.

In the morning we ſtill paſſed quantities of coarſe graſs, and were viſited by many land birds. Large

flocks of geeſe flew over us from the N. W., going to the ſouthward. At noon we had ſtrong breezes and hazy weather: we could juſt diſcern the land to the N. W., though very faintly. By the obſervation, we had been ſet 24 miles to the South of account; and by the current we had experienced, and the coarſe graſs we had ſeen, I imagine ſome river to empty itſelf into the ſea in this part of the coaſt. The ſtrong northerly wind prevented our courſe being more northerly, and of courſe approaching the land in the direction I wiſhed.

4th. Light winds and fair weather, but uncommonly hazy to 15° above the horizon, which prevented our obſerving any objects diſtinctly upon the land. We ſteered as the coaſt inclined, till the wind came to the S. E., and afterwards to the S. W., which was immediately oppoſite to our courſe.

The white rock ſet at noon as we opened; it made a cluſter of different ſizes: and at 6 h. the rocky head bore N. 30° E.; and the ſouthern extreme, S. 75° W. An opening, in the direction of N. 15° W.: the ſouth point, forming double land, was four or five leagues diſtant.

At

BOOK II. 1797. October.

At ſunſet we ſtill remarked very high mountainous land along the coaſt.

The night was clear, and pleaſant weather; but our wind carried us from the land, which at noon was ſeen through the haze, 12 or 13 leagues diſtant to the S. W.

5th. Freſh breezes and very hazy weather. Soon after noon we ſaw very high mountainous land to the weſtward.

The extremes of the coaſt extended from S. 30° W. to N. 10° E. In the angle formed by two high points, bearing N. 35° W. and S. 58° W., the land receded very conſiderably; and within the 58° point there ſeemed to be a ſmall opening in the low land. All the interior mountains were of great magnitude; and the coaſt tended to the ſouthward, in which direction we ſhaped our courſe for the night, having fine clear moon-light. At day-light the land extended from S. 10° W. to S. 80° W.; a rocky point, N. 87° W. two or three leagues. To the North of the point, the coaſt was ſtraight and uniformly high and rocky; and South of it the land fell back, and was not ſo elevated near the ſea, but equally barren in appearance.

pearance. The rocky point roſe abruptly from the ſea, in horizontal ſtrata of a white and red colour; and the higher parts were wooded in patches. We ſaw no ſigns of the country being inhabited: indeed every part of it preſented a moſt uncomfortable proſpect. At noon we paſſed a white rock, much broken into craggy points: it is detached about three leagues from the ſhore, and bore of us N. 43° W. five or ſix miles. The extremes bore from N. 10° E. to S. 70° W. four or five leagues diſtant. No ſoundings with 90 fathoms

CHAP. VII.

Off the Iſland of Tzima, ſituated between the Coaſts of Corea and Japan.—Arrival at Choſan on the Corean Coaſt.—Deſcription of its Harbour—Inhabitants—Soil—Cultivation—Produce, &c.—Anxiety of the Natives for our Departure.—Obſervations for Longitude, &c.

BOOK II. 1797. October 6th.

FRESH breezes and fair weather, but the ſame haze ſtill remained. We could juſt diſcern the high land to the N. W., and at 6 h. the extremes of the Corean coaſt extended from N. to N. 75° W. ſeven or eight leagues. More land appeared to the S. W., when we ſtood to the S. E. during the night.

Moderate weather: ſtood in ſhore.

Hazy weather.

Saw the land to the N. W. At noon the coaſt extended from N. to N. 40° W. ſeven leagues, and from S. 26° W. to S. 36° W.

Freſh breezes and pleaſant weather.

Freſh

CHAP. VII.

1797. October 7th.

Freſh breezes and hazy weather; as we approached the ſhore we found the lands ſet at noon were connected, forming between the points an extenſive bay. At ſunſet we tacked in the bay, the extremes bearing from South to N. 22° E.; but we had no ſoundings with 50 fathoms. The lofty mountains we had before remarked, ſeemed to terminate on the north ſide of the bay, and in a W. N. W. direction the coaſt fell back, leaving a ſmall bay within, which moſt probably affords good anchorage from the appearance of the ſhores.

The ſouthern land roſe in hummocks to a tolerable elevation.

The wind was moderate and ſteady all night, in the morning it veered to the weſtward. Land at noon extended from S. 12° W. to N. 82° W. A ſaddle hill S. 67° W. five or ſix leagues. This hill is the ſouth extremity of the extenſive bay which was ſet laſt evening bearing South. Very pleaſant weather, but variable. This bay abounded in whales, and we could not reach the bottom with all our line.

8th.

Light airs, with calm and cloudy weather.

6 h. Light winds.

BOOK II.

1797. October.

12 h. Inclining to calms.

18 h. Gentle breezes.

Our ſituation nearly the ſame as yeſterday.

A peaked mount S. 27° W.; extreme S. 12° W. Saddle Hill S. 67° W. about five leagues the centre.

9th. Light breezes, with dark gloomy weather.

A peaked hill South of the Saddle Hill bore S. 48° W. ſix or ſeven leagues.

The wind having veered to the weſtward, brought with it fine clear weather. Strong breezes and ſqually.

The peaked hill bore of us N. 71° W.; and the extreme S. 12° W. four leagues off ſhore.

We ſteered throughout the morning in the direction of the coaſt, with a ſtrong gale and fine weather, keeping at two or three leagues diſtance. At noon the land extended from S. 15° W. to N. 38° W. The extreme ſet at 6 h. A. M. bore from us N. 51° W.; and we were five or ſix miles from the land. The coaſt afforded a moſt barren proſpect, the hills were much

much broken into ridges, forming chaſms in their ſloping ſides towards the ſea: we ſaw no appearance of any openings.

10th. We ranged the coaſt at the ſame diſtance four or five miles; we obſerved nothing to particulariſe, the land affording the ſame uniform appearance of moderate height, and rather cliffy near the ſea. At ſunſet the extremes bore from S. 18° W. to N. 38° W., and we hauled our wind for the night. In the evening the gale moderated, and during the night we had a great ſwell, which in the morning had nearly ſubſided.

The land preſerved the ſame bearings as laſt evening, but the wind veering to the W. S. W. towards noon, prevented our approaching within two leagues. It extended at noon from S. 14° W. to N. 14° W. The ſouth extreme making a low point.

11th. Still throughout the afternoon we were preſented with the ſame barren view, except the variation of a yellowiſh earth mixed with the heath and coarſe graſs that covered the hills. At 5 h. 30 m. the land extended from S. 33° W. to N. 30° W., and the low point ſet at noon as the ſouth extreme bore S. 45° W.

BOOK II. 1797. October.

S. 45° W. To the North of this point is a deep bay or opening which the winds prevented our aſcertaining; it bore S. 61° W. ſeven leagues. The wind remained fixed in the weſtern quarter, blowing ſtrong at times in ſqualls. At 18 h. the land was ſeen from N. 65° W. to S. 65° W., and at noon from N. 47° W. to S. 65° W. Some white cliffs weſt ſeven or eight leagues.

12th.

The extremes of Corea from N. 47° W. to N. 85° W. eight or ten leagues.

Moderate breezes and clear weather, the wind veering to the N. W. quarter.

Before day-light we ſaw the land to the S. W., which proved to be the iſland of Tzima, ſituated between Nipon and the Corean coaſt. The coaſt of Corea, N. 33° W. to N. 50° W. nine leagues. The iſland Tzima was ſeen from S. 44° W. to W. four or five leagues; and a ſmall high iſland, viſible only from the rigging, S. 24° E. ten or twelve leagues by eſtimation. At half paſt 21 h. we tacked cloſe in with the iſland, the north point bearing N. 68° W. three or four miles. Some rocks are without this point. Early in the morning we perceived the iſland to be inhabited, by their lighting fires in every part. This was a grateful

a grateful ſight, and what we had been long unaccuſtomed to on the coaſt of Tartary. We alſo ſaw four Japaneſe junks working to the weſtward, under the land. The iſland was of moderate elevation, with ſome high land in the centre of it. The vallies were cultivated, and woods were thinly ſcattered over the hills. The coaſt on the eaſt ſide was very rocky; and the ſurf broke on the ſhore with great violence. 1797. October.

At noon the north point bore N. 88° W. three or four miles; high rocks, ſurrounded by an extenſive reef, and much broken, N. 75° W. five miles; extreme of iſland, S. 20° W.; point forming a ſmall bay, S. 30° W. 2½ miles; the coaſt of Corea, from N. 15° W. to N. 83° W. nine or ten leagues: and we had 22 fathoms, coral bottom.

Moderate breezes and fair weather, with a ſwell from the North. The wind came from the ſame quarter, and we were able to weather the iſland, having a ſtrong current in our favour, ſetting againſt the wind and ſwell. From the north point the iſland tends in the direction of S. 60° W. ſix or eight miles; and from thence to the S. S. W. ſome ſmall iſles lay off the north point, leaving a paſſage between them and the reef, through which channel the junks went. 13th.

At

BOOK II. 1797. October.

At 1 h. the reef bore S. 56° W. two miles; and we had unequal ſoundings, with a great ſea in this ſituation, occaſioned by the overfalls and ſtrong current. After running in the direction of N. 41° W. 22 miles from 1 h., we were well over on the Corean coaſt: the extremes extending from N. 20° E. to S. 67° W.; an opening, to the N. W. about three miles; and the iſland of Tzima, from South to S. 23° E. eight or nine leagues. The night was moderate, and we plied under eaſy ſail. At day-light we found the current had ſet us conſiderably to the E. N. E. We made ſail to the weſtward. As we drew in with the land we obſerved ſeveral villages ſcattered along the ſhore. The coaſt was much broken, and appeared likely to afford ſhelter; and the external view was not the moſt favourable, preſenting rather an inhoſpitable proſpect.

At noon we had dark gloomy weather, and our ſituation with reſpect to the land the ſame as laſt evening. Two bays were open to us, bearing N. 25° W. and N. 65° W.; a rock, S. 70° W.

14th. Light breezes and rainy weather. Soon after noon we ſaw ſome fiſhing boats, and prevailed upon one of them to come on board. By ſigns we underſtood

the opening to the N. W. as moſt eligible, and we bore up for it. Off the north point of entrance we ſaw ſome ſtupendous black rocks detached ſome diſtance from the ſhore: we paſſed within half a cable's length of them, carrying 30 fathoms, muddy bottom; and gradually afterwards ſhoaled our water to 15, 10, and 5 fathoms.

In the entrance on the ſouth ſide is a high rocky iſland. To the North of it is a ſandy bay, where we obſerved a large village, and cultivations ſurrounding it; and to the weſtward, through the rain and miſt, we ſaw ſeveral ſcattered rocks, which induced us to turn to windward for the ſandy bay; and before dark we came to an anchor, in four fathoms water, ſandy bottom, half a mile from the ſhore.

It continued raining without intermiſſion till daylight, when we had fair and pleaſant weather, with the wind from the N. W. quarter. The ſea was open to us from the South to S. 23° E.; and in the angle we ſaw very diſtinctly the iſland of Tzima, at ten leagues diſtance.

Early in the morning we were ſurrounded by boats full of men, women, and children, whoſe curioſity had

BOOK II. 1797. October.

brought them off to ſee the ſtrange veſſel. They were univerſally cloathed in linen garments made into looſe jackets and trowſers, quilted or doubled; and ſome of them wore large looſe gowns. The women had a ſhort petticoat over their trowſers; and both ſexes, linen boots, with ſandals made of rice ſtraw. The men wore their hair in a knot tied up to the crown, and the women had theirs twiſted and plaited round their heads.

The features and complexions of theſe people reſembled the Chineſe, particularly their ſmall eyes; and in general all our viſitors were extremely ordinary in their perſons: but it is to be remembered there were no young women of the party; the females being compoſed entirely of old women and children.

In the morning we went on ſhore in ſearch of water, landing at the village for that purpoſe; and from thence one of the inhabitants conducted us to a fine run of water, moſt conveniently ſituated for our purpoſe. We were in want both of wood and water; but of the former article the country ſeemed very deficient. After taking ſome altitudes for the watch, and obſerving the diſtances for the longitude, we took a walk, attended by a numerous party of the

villagers. The harbour, we perceived, extended ſome diſtance to the weſtward of the rocks we had noticed in coming in, and alſo to the N. E. and S. W. of them, terminating in ſmall bays that afforded ſhelter from all winds. Many villages were ſcattered round the harbour; and in the N. W. part we obſerved a large town, encircled with ſtone walls, and battlements upon them. Several junks were laying in a baſon near it, protected by a pier. Another mole or baſon appeared to the S. W. of the other, near ſome white houſes of a ſuperior conſtruction, encloſed by a thick wood.

CHAP. VII. 1797. October.

The villages ſeemed to abound with people, and the harbour full of boats ſailing about on their different avocations. They were ſimilar in figure, though inferior in workmanſhip, to the Chineſe boats; and like them made uſe of ſkulls and matted ſails.

As we came near another village they ſtopped and begged we would not proceed any farther; and we complied with their requeſt. On our return we remarked ſeveral graves, which the natives had pointed out and explained to us: they were placed in an Eaſt and Weſt direction, and the ground elevated over

BOOK II. 1797. October.

them. Trees were planted in a ſemi-circular form round moſt of them, and univerſally diſtinguiſhed by ſome ſtone work.

We got on board to dinner; and in the afternoon we were viſited by ſome ſuperior people, who came from up the harbour. They were dreſſed in large looſe gowns, and were paid great deference to by the common people. They had on large black hats, with high crowns, manufactured with a ſtrong gauze not unlike horſe hair, very ſtiff and ſtrong. They tied them under the chin; and theſe hats, ſerving as umbrellas, were three feet in diameter.

Each perſon carried a fan, with a ſmall fillagree box attached to it, containing perfume; and a knife handſomely mounted was faſtened round their waiſt. A boy attended each of them, who had charge of their tobacco pipes; and whoſe occupation was to keep their dreſſes ſmooth. Moſt of them wore their beards long.

Their inquiries ſeemed to tend to a knowledge of what brought us to their country; but I fear our replies gave them very little ſatisfaction, as we could ſo little comprehend each other. They were ſeemingly

ingly pleaſed with their reception, and ſoon after took leave of us.

We went on ſhore to aſcend the high land near us to the South, and from thence to take ſome bearings. Our view from the top was very extenſive; and we ſaw diſtinctly over every part of the harbour. Our angles were however uſeleſs, the needle being ſo ſtrongly affected as to point Eaſt inſtead of North, owing to ſome magnetic power in the mountain, which would not admit the needle pointing true in any ſituation. This hill was high and rocky; but the ſides produced coarſe graſs, on which cattle were feeding; and in the lower parts, ſome paddy fields.

On our return on board in the evening we found the veſſel crowded with viſitors, nor could we get rid of them till dark, and even with great difficulty, uſing almoſt violence to induce them to go into their boats. At laſt they went on ſhore.

Soon after dark we were ſurprized ſeeing theſe boats coming off from the ſhore, full of men, and very deſirous to come on board. I did not chuſe to permit them, and they came to an anchor along-ſide. As we were unacquainted with their intentions, their conduct

BOOK II. 1797. October.

conduct appeared to us ſuſpicious; and we prepared for the worſt, having every body ſtationed at their quarters. In a ſhort time a boat came to them from the ſhore with lights, which being diſtributed amongſt the others, after ſome conſultation, they took up their anchors and rowed on ſhore to the village.

15th.

Freſh breezes and very pleaſant weather from the N. W. quarter: the nights were cool and the days warm, having a clear ſun. We had no boats off till after breakfaſt, when two came full of viſitors, dreſſed in a ſuperior ſtyle to any we had yet ſeen. In each were ſome ſoldiers carrying ſmall ſpears, that were as ſtaffs to their colours, which were a blue ſattin field, with their arms in yellow characters. The hats of the ſoldiers were decorated with peacock's feathers. They made me a preſent of ſalt fiſh, rice, and ſea-weed (fucus ſacharinus).

After many inquiries reſpecting us, we plainly ſaw they were extremely anxious for our departure, which I explained to them was impoſſible, as we were much in want of wood, water, and refreſhments. They immediately offered to ſend us any quantity of the former; but I could not perſuade them to ſend any of

of the cattle we pointed out to them, grazing on the ſhore. As money appeared of no value, and we had no other means to induce them, we were under the neceſſity of bearing with the diſappointment, of ſeeing daily what we could not procure.

Theſe great men were dreſſed in the ſame form as the others we had before ſeen, but their garments were much finer; and the outer one was of a light blue gauze or tiffany.

Under their chins, as if tying their large black hats, they had a ſtring of large beads, either agate, amber, or black wood, which was ſuſpended in a bow over their right ears. Some of their hats were tipped with ſilver round the crown.

The attendants and thoſe in office paid theſe men the moſt ſubmiſſive reſpect, always ſpeaking and anſwering the queſtions put to them in a ſtooping poſture, looking upon the deck.

It now occurred to me theſe people muſt have arrived after dark laſt evening, and were the ſame to whom we had refuſed admittance, while our ſuſpicions led

BOOK II.

1797. October.

led us to ſuppoſe they had ſome other view to gratify than mere curioſity, by coming ſo late.

The arrival of our new friends prevented our being troubled with ſo many viſitors, much to our ſatisfaction. But unfortunately the ſame interdiction extended to our walking on ſhore, but not ſo much ſo as to preclude our making aſtronomical obſervations, or taking off water; yet the aſſemblage of people was ſo great as to materially affect our operations, notwithſtanding the military were ſo ſtationed as to keep off the crowd, which they did at times moſt effectually, by exerciſing upon their perſons large bamboo ſticks.

In the afternoon they ſent us water in jars and tubs, and took our caſks with them afterwards, as a more expeditious way of ſupplying us, which were brought off in good order. A ſoldier conſtantly attended in theſe boats, who ſeemed to have the principal direction.

The night was moderate, and fair weather from the northward.

Freſh

CHAP. VII.

Freſh breezes and very ſqually from the N. E. quarter, with dark cloudy weather, which prevented our having much communication with the ſhore. Our friends, notwithſtanding the violence of the wind, ſent us both wood and water. 1797. October 16th.

The wind remained in the ſame quarter, but more moderate; and in the afternoon we were viſited by deputies from the great men, to know if we had wood and water enough to permit our ſailing. I told them, it was not my intention to ſail for three days. They were then deſirous I ſhould make it two days, which I would not agree to. After taking ſome refreſhment, they went on ſhore to deliver the anſwer. The deputies were gayly and handſomely dreſſed; their outer garments being chiefly ſea-green, light blue, and French grey, highly glazed; and the manufacture, of cotton, not very fine. They alſo wore very neat leather ſlippers, ornamented with ſilver and golden ſpangles. They were affable and converſable men. 17th.

We landed oppoſite the ſchooner, to obſerve the latitude; and inſtantly we had a military guard from the village, who attended to our motions till we returned on board. We were employed in the afternoon receiving wood and water.

BOOK II. 1797. October 18th. Strong breezes and cloudy weather from the N. E. quarter. Our friends were ſtill employed bringing us water. Of wood we were already complete; it was all of the ſame ſort, and what is called the fox-tail pine. Some of the logs were very large timber, which gave us a great deal of trouble to cut and ſplit. In the afternoon we had all our water on board: in conſequence we had another deputation from our friends, who were made to underſtand I ſhould ſtay two days longer to obſerve the ſun.

In the evening the wind moderated; and the heavy clouds produced rain, which continued throughout the night.

19th. Moderate breezes from the N. E., with conſtant rain. We had another deputation reſpecting our departure, equally unſucceſsful with the others: for the rainy weather entirely prevented our taking any altitudes to regulate the going of our watch.

Theſe people made uſe of parchment covers for their hats, to exclude the rain; and they had umbrellas of the ſame kind. The rain ſtill continued without intermiſſion, which induced me to make an excurſion up the harbour, in hopes of not being moleſted.

leſted. Our friends were not inattentive to our motions, for we ſoon perceived two boats in purſuit of us. They however did not join our party till we were returning; which the increaſing bad weather induced me to do, without attending to their ſolicitations. CHAP. VII. 1797. October.

We had moderate and very cloudy weather, and the rain had ſubſided. Our friends came off in the morning, and ſtrongly urged our departure; but not having ſeen the ſun, we could not oblige them. The weather alſo remained unſettled; and there was a great ſea in the offing, which cauſed a ſwell in the entrance of the harbour. 20th.

They talked about our excurſion in the boat yeſterday, which they diſapproved of, and explained that if we landed at the white houſes up the harbour we ſhould be very ill treated, if not put to death; and begged us not to go away in the boat any more. Soon after they landed; and, as if they ſtill ſuſpected our intentions, they immediately ſent off four boats, having a ſoldier with their colours in each. I would not ſuffer them to come along-ſide, and they remained at anchor as guard-boats upon our bows and quarter. Towards the evening they left us to our-

BOOK II. 1797. October.

ſelves. We only landed and took off ſome water, to which they had no objections. The night was moderate and fair; and the heavy clouds gradually diſperſed, leaving towards the morning a clear atmoſphere.

21ſt. Freſh breezes and very pleaſant weather. Before day-light I left the veſſel, unperceived by our Corean guards, and proceeded up the harbour to complete a ſketch of it. At day-light we ſaw fires near our village, which we ſuppoſed were ſignals reſpecting the boat. We however, having landed on the ſouthern ſide, and continued examining that ſide of the harbour, remained unperceived by them, as there were no habitations near us, and returned on board to breakfaſt. It appeared our abſence had thrown the village into great confuſion: boats were diſpatched in every direction after us, but we had eſcaped them all. The morning was favourable, and we took our laſt altitudes. Soon after, we received a viſit from one of our principal friends, who ſeemed particularly pleaſed at our preparations for ſailing. I preſented him with a teleſcope and a piſtol, the only articles he ſeemed deſirous of poſſeſſing; and we parted with mutual ſatisfaction. We ſoon after got under way, and made ſail out of the harbour, to the great joy of

our

our Corean friends, who were aſſembled in great numbers on the adjacent hills obſerving our departure. We felt ourſelves much obliged by their ſupplies of wood and water, without expecting any thing in return.

This harbour is called Tſhioſan, or Choſan, by the inhabitants. It is ſituated in the S. E. part of the coaſt of Corea, in the latitude of 35° 2′ N., and 129° 7′ E. longitude; and bears S. S. E. and N. N. W. from the north part of the iſland of Tzima, at ten leagues' diſtance. It has a ſafe entrance, and no dangers to be apprehended on either ſhore. Two miles to the Weſt of the black rocks, on the north ſide of entrance, is an abrupt high head-land, which I named Magnetic Head, from its affecting our compaſs needles. North of this head is a fine ſandy bay, with good anchorage, where we remained during our ſtay, having the ſea open for two points of the compaſs, in which angle we ſaw diſtinctly the iſland of Tzima. The chart will beſt explain the harbour, which, without any pretenſions to great accuracy, will anſwer every purpoſe to the navigator. It is the beſt our time, and the reſtrictions we were under, enabled us to make: and to the ſketch I refer for further particulars.

It

BOOK II. 1797. October.

It will be obſerved how little opportunity we had to make any remarks upon the cuſtoms and manners of theſe people, from their avoiding as much as poſſible any intercourſe with us. Indeed this treatment we have been univerſally accuſtomed to, both at the land of Inſoo and the Lieuchieux iſlands. It appears by their behaviour they are by no means deſirous of cultivating any intercourſe whatever with ſtrangers. They ſeemed to look upon us with great indifference, which I ſuppoſe was owing to the inſignificancy of our veſſel; or perhaps, their not comprehending what nation we belonged to, or what our purſuits were, made them ſolicitous for our departure, probably from a ſuſpicion of our being pirates; or ſome other reaſon we could not divine.

The land ſurrounding the harbour was much inſulated, riſing in parts to very high hills, deſtitute of wood and verdure in general; but in ſome places were a few ſcattered pine trees. On the ſouth ſide, which is a peninſula, it was better wooded; and amongſt the pines were other diciderous trees, but of what kinds we were unacquainted, as the jealouſy of the people entirely prevented our acquiring any knowledge of the productions of the country. Indeed in no inſtance would they admit our reſearches.

There

There were ſeveral large villages ſcattered about the harbour, all of them ſeemingly very populous, and generally ſeated in pleaſant ſituations, with trees interſperſed among the houſes. The houſes were ſmall, all of one ſtory, and thatched. The lands were cultivated in the Japaneſe manner, riſing in ridges above each other between the hills, which gave them an opportunity of eaſily conducting water to the rice grounds. We ſaw horſes, hogs, poultry, and black cattle, of which articles much as we were in want we could not procure. Money, at leaſt of European coins, they had no idea of; but they perfectly underſtood the value of gold and ſilver, their knives, &c. being ornamented in the workmanſhip with thoſe metals.

They were well acquainted with guns and fire-arms, but we ſaw no appearance of offenſive weapons amongſt them, nor did they ſeem any way apprehenſive of the ſmall force we poſſeſſed. All their attention was paid to expedite our departure; and yet many articles of European manufacture excited their curioſity, particularly our woollen clothing.

As a commercial nation, of courſe they were well acquainted and converſant in trade; but with us they did

BOOK II. 1797. October.

did not ſeem deſirous of making any exchanges whatever, which may be owing, probably, to the articles we poſſeſſed being of no value in their eſtimation. Indeed we had nothing to excite their attention, or ſatisfy their curioſity, except our wearing apparel. The following obſervations were made for the longitude, &c.

Variation for Azimuths with two compaſſes, Ther. 62° to 70°	2°	8′	0″ W.
Mean latitude of the ſouth point of entrance,	35°	2′	0″ N.
Mean of 37 ſets of diſtances, taken before our arrival,	129°	24′	18″ E.
Mean of 42 ſets on each ſide of the moon, at anchor,	128°	46′	49″
Mean of 20 ſets, taken after leaving the harbour,	129°	18′	15″

The mean of the 99, reduced by the watch, will make 129° 7′ 7″, which is taken for the true longitude of Tchoſan harbour.

By ſingle altitudes taken on ſhore, between the 13th and 21ſt of October, the watch N° 45 was ſlow for mean time at Greenwich 0 h. 12 m. 33s.2., on the 21ſt of October at noon; and was found to be loſing per day 9″.80. on mean time. On the 13th, the watch ſhewed the longitude, at anchor, by Endomo rate, 130° 26′ 21″ E.; by Macao rate, 128° 40′ 33″ E.

As

CHAP. VII.

1797. October.

As it appears the watch goes ſo irregularly, or that the rate acquired at Endomo harbour is ſubject to ſome error, I have ſhewn daily the longitude by Macao rate, correcting its error in longitude at Endomo, which makes it agree better with all the obſervations we have made ſince leaving Volcano bay.

CHAP. VIII.

Departure from Choſan.—Find ourſelves in a Cluſter of Iſlands.—Viſited by the Natives.—Off the Iſland of Quelpaert.

BOOK II. 1797. October 22d.

FRESH breezes and fine clear weather. At half paſt 2 h. we ſaw ſome rocky iſles and ledges in our courſe: we therefore ſteered more ſoutherly, to paſs without them. At 3 h. the extreme part of the main land bore Weſt; and we could diſtinguiſh the coaſt no longer for a cluſter of iſlands in that direction, with many rocks between them: ſome only even with the water. At 5 h. an high rock bore N. 49° W., in one with the iſlands ſet at noon without the extreme of the Corean land. After rounding it very cloſe we hauled up to the weſtward; the iſland of Tzima then bearing from S. 40° E. to S. 60° E. At ſunſet the extreme of Corea, to the North, N. 16° E.; and the extreme of Rocky Iſlands, N. 76° W. three leagues.

At

At 6 h. 30 m. we hauled our wind, and plied under eaſy ſail for the night. It blew ſtrong, with a good deal of ſea; and at day-light the high rock bore N. E. four or five miles. The weather was ſo hazy we could not ſee in any direction more than two leagues. We hauled up W. N. W. for the rocky iſlands; and at 8 h. 30 m. A. M. we ſaw them to the N. W. Soon after we ſaw a ſingle rock to the Weſt, which we paſſed to the South of within a mile. It was high and perforated. Before we loſt ſight of it we ſaw another, in ſhape like a haycock; and more iſlands to the weſtward. At noon we had ſtrong breezes and thick hazy weather. The haycock rock bore N. 76° W. two miles; and the weſtern iſlands, from N. 44° W. to 88° W.

23d. Freſh breezes, and uncommonly hazy round the horizon. At 1 h. we ſaw another rocky iſland to the South. As it appeared we were completely ſurrounded by a cluſter of iſlands, which rendered our navigation very intricate, and indeed uſeleſs, I thought it beſt to haul up and ſeek for ſhelter among the iſlands to the N. W. We gradually ſhortened our water as we approached them; and after paſſing the eaſtern point we had ſmooth water. We ſoon per-

BOOK II. 1797. October.

ceived them to be inhabited, and very well cultivated: we alſo ſaw ſeveral boats a-fiſhing. Theſe iſlands were rather high, and in parts well wooded, and ſeparated from each other by very narrow paſſages.

At 4 h. we were cloſe in with the land; the noon extreme bearing S. 32° E., when we ſteered to the W. S. W., in the direction of a woody iſland, off which were ſome ledges of rocks ſcattered at unequal diſtances. At ſunſet the extreme, ſet at noon N. 88° W., now bore S. E.; high land, S. 50° W.; and the extent of the woody iſland, N. 50° E. two miles. We plied during the night to preſerve our ſtation off the woody iſland. At 18 h. it bore from us N. 26° W. two or three miles; and we had the ſame hazy weather. At 19 h. 30 m. we were entangled with rocks and iſlands: we could proceed no further to the N. W., we therefore ſteered to paſs without the high land, and narrowly eſcaped two rocks, even with the water, to the N. W. of it. As we ſteered to the S. W. we could juſt diſcern, through the haze, ſmall iſlands and rocks in every direction; and after paſſing between two that are South of the high land we hauled up to the N. W. At 21 h. we loſt ſight of the high land, bearing

N. 70° E. two leagues: and at noon two iſlands in one bore S. 29° E.; two more, N. 48° E.; Long Iſland, S. to S. W. by W.

24th. Light breezes and very hazy weather. We kept our wind for the only clear paſſage we could ſee amongſt the iſlands. At 3 h., finding a current againſt us, we came to an anchor in ten fathoms, muddy bottom. The extremes, forming the paſſage at noon, bore from S. 5° E. to S. 60° E.; the latter point, in one with two iſlands, two or three miles diſtant. In every other direction we were ſurrounded by land, but our view was very imperfect and limited.

On the iſlands we obſerved villages and cultivations, and many boats on the water paſſing to and fro; but they did not come near us. We found the current continued regular from the N. W. about 1½ miles per hour.

The night was moderate and cloudy; and in the morning we had a freſh breeze at N. N. W., with the ſtream or tide in our favour. We got under at 7 h. A. M. and turned to the N. W., keeping the land to the North cloſe on board in our traverſes, which appeared bold; and after paſſing ſome ſmall rocky iſlands

BOOK II.

1797. October.

iſlands we opened a channel to the Weſt, about two miles wide, much indented with ſmall bays, and many rocky iſlands lying in the fair way, but free of all danger, having regular ſoundings, and gradually ſhoaling as we approach either ſhore from fifteen to ſeven and five fathoms. The land on each ſide afforded a pleaſing view; many ſpots being richly cultivated, and the country interſperſed with villages. Various boats ſailing in every direction.

Before noon we came to in ten fathoms mud, when the iſlands that bore N. W. by N. at our laſt anchorage now bore S. 74° E. two or three leagues; and our preſent ſituation was ſo encircled by iſlands that we could ſee no opening whatever leading to ſea. The maſter went to the neareſt, to obſerve the latitude and make other remarks; but the hazy weather prevented his ſeeing any more iſlands to the Weſt, which prevented our making any concluſion reſpecting the paſſage.

Freſh breezes and hazy weather; and towards the evening it partly cleared away. The wind remained in the N. W. quarter. After noon we were viſited by a boat from a large town, which bore N. 16° W. two miles from us. They brought with them a paper in written

written characters, perfectly unintelligible, to which we could make no reply. About an hour afterwards we ſaw ſeveral boats coming off, and one of them in a gay ſtile, with ſeveral ſoldiers carrying ſilken flags, and a larger one of red and purple in the bow. They pulled to the muſic of trumpets; and the military were armed with ſabres. Under a canopy was ſeated a very conſequential man upon a leopard's ſkin, with cuſhions to reſt upon, and a ſuite of attendants about him, all habited in the ſame ſtile with thoſe at Choſan.

CHAP. VIII. 1797. October.

They came on board without any ceremony, and immediately transferred his matts, &c. while one of his train held a large umbrella over him to keep off the ſun, and the reſt kept at a moſt reſpectable diſtance. He aſked many queſtions that I did not underſtand, excepting inquiries relating to our arrival, &c. and his anxiety to know our numbers, which he was not ſatisfied with from my anſwers, but inſiſted upon having them counted before him; and immediately deſired his people to begin. This liberty I would not permit, which ſeemed to diſpleaſe him.

He appeared very deſirous we ſhould ſtay ſome days, and begged we would ſend the boat on ſhore; and

BOOK II. 1797. October.

and on his departure repeated the ſame requeſt. On my objecting to it he ſeemed much ſurpriſed. This man was particulary haughty in his manner, and treated us by his behaviour with the moſt ſovereign contempt. After ſtaying about half an honr he went away, leaving two boats with us as ſpies, as we ſuppoſed, upon our conduct. They anchored cloſe to us, and two others were ſent away with meſſages.

Inſtead of going to the village, we obſerved the great man remained with his boat at the point of the iſland. The weather being much clearer in the afternoon, at 3 h. P. M. we got under way, and ſtood between the iſlands to the weſtward, having a fine breeze from the North.

The inſtant we made ſail, the boat from the iſland followed us, hooting and hollowing and ſounding their trumpets for us to ſtop; we paid no attention to them, and finding they could not come up, they relanded again at the other extreme of the iſland.

What this man's intentions were I cannot determine, but to me I muſt own they appeared ſuſpicious; and I did not think it neceſſary to wait the reſult of them at the expence of the clear weather: as we underſtood them

them they called this part Choſan-go. At 4 h. we paſſed an opening leading to ſea between ſome rocks and iſlands laying off the weſt end of an high iſland; and at ſunſet we had run near 12 miles in a W. S. W. direction. The land to the N. N. E. appeared high and much broken, and connected by ranges of hills at the back. At 6 h. we were oppoſite to another opening leading to ſea, and we came to in ſeven fathoms, muddy bottom. The iſland on which we obſerved the latitude bore N. 67° E., and a deep entrance in the high land, leading probably to a river, N. N. E. Our ſoundings in the afternoon varied from 17 to 7 fathoms, according to our diſtance from the land; and the paſſage was extenſive and free of all danger from Latitude Iſland to our preſent ſituation. The flood-tide came from the S. W., and it run much ſtronger than the ebb; the riſe and fall was about nine feet. The morning was moderate and hazy, and we could ſee about three or four leagues; the wind was a gentle breeze from the North, with which we got under way, and ſteered to the S. S. W., having iſlands and rocks on each ſide. On the continental ſide we ſaw ſeveral villages; a large one bore Weſt of us at anchor. At 21 h. 30 m. we came abreaſt of a point of land from whence the coaſt tends to the weſtward. An infinity of ſmall iſlands lay in the

BOOK II.

1797. October.

ſame direction, and we had not wind enough to enable us to follow the direction of the coaſt.

At noon it bore from us N. 27° E. ſix or ſeven miles the point, and an high hummock iſle S. W. one mile; we had the ſea open to the S. S. E. and S. S. W.; in every other direction we ſaw iſlands, ſome juſt appearing through the haze. I counted thirty of various magnitude. On the large ones were extenſive villages, ſituated in ſmall bays well wooded with ſandy beaches, and every acceſſible part ſeemed to be cultivated. Boats were fiſhing, and the water was perfectly ſmooth, with ſcarcely any wind to diſturb it or aſſiſt our motion. Our ſoundings before we cleared the paſſage increaſed to 12, and 15 fathoms, and after decreaſed to 10 fathoms, mud.

26th. Light airs and calms, with a current ſetting us to the S. W.; we paſſed within 30 yards of the Hummock Iſland, which appeared to us inacceſſible; we however ſaw ſome people upon it whom I ſuppoſe were fiſhermen.

In the evening we had the wind weſterly, and we kept plying through the opening in a S. S. W. direction.

direction. At 8 h. we anchored in 15 fathoms, close in with the weſtern iſlands. The night was moderate, and the current ſet to the N. E. one mile per hour. In the morning the weather was more clear than uſual, and we ſaw many iſlands and rocks to the S. W.; and an extenſive iſland riſing to a great height in the centre bore from S. 6° W. to S. 25° W. CHAP. VIII. 1797. October.

The iſlands between which we anchored were four or five miles apart, and of conſiderable extent; they were alſo well cultivated, but no wood appeared, except round the villages: we ſtill obſerved ſeveral boats employed fiſhing, but we could not induce them to come near us. At 19 h. we got under way, and made ſail to the S. W.; as I ſuppoſed the large iſland to be Quelpaert, I was deſirous to examine it. By noon it bore from S. 18° E. to S. 25° W. Hummock Iſland juſt viſible N. 40° E. eight leagues. A groupe of rocky iſlands N. 71° W. to S. 78° W. A ſingle one S. W.; a ſmall flat iſland S. 35° E. two miles. Another iſland due eaſt.

Freſh breezes, which ſoon brought on the ſame hazy weather. 27th.

BOOK II. 1797. October.

We juſt weathered the rock ſet at noon S. W., and ſoon after we ſaw another in the ſame direction two or three miles; and the haze entirely obſcured the iſland of Quelpaert. At ſunſet theſe rocks were to the eaſtward of us five or ſix miles; and we could juſt diſcern the groupe to the N. N. E. at the ſame diſtance.

We plied to windward during the night, having the ſame weather.

The haze cleared away partly, which gave us a view of Quelpaert from S. 5° W. to S. 72° E. four or five leagues; the rocks bore N. 70° E. and N. 40° E. three or four miles, and the groupe N. b. E.; we had been ſet towards the rocks five or ſix miles in the night. We ſteered for the iſland, which at the weſt extreme is low and rocky; before you come to it you paſs a ſmall iſland cloſe in ſhore, with a green ſurface; and off the extreme point is another, but rocky and ſmaller ones within it. We remarked ſeveral patches of white ſand ſome diſtance from the ſea; and in many parts were riſing hillocks or mounts well cultivated up their ſides. A round high rock bore of us at noon S. 85° E.; this was remarkable on the ſhore. Green Iſland N. 36° E. The rocky iſland off the weſt extreme

extreme N. 27° E. two or three miles. A hummock point making the other extreme S. 68° E., and the centre hill N. 72° E. The ſmoke of fires was perceived in every part of the land.

28th. At 1 h. the ſouth extreme bore Eaſt, and we hauled up for the land. After running four miles we perceived two low flat iſlands off the ſouth point, ſurrounded by reefs, and to appearance connected with the point by ſhoals. We alſo ſaw breakers to the ſouthward at a very little diſtance. We tacked, and ſteered out the ſame diſtance we came in, and afterwards ſteered to the S. E. The whole of the flat land was entirely covered with habitations, but we ſaw no boats or junks. At 6 h. the outer flat iſland bore N. E., and we hauled off to the Weſt for the night, plying as uſual under an eaſy ſail. At 20 h. we made ſail, having the ſame bearings as laſt evening. We paſſed within two miles of the outer flat iſland in 50 fathoms, and continued our courſe in the direction of the iſland of Quelpaert. At noon the ſouth point bore N. 55° W.: outer flat iſland N. 81° W. ten leagues. Centre of the peak N. 12° E., and the extreme N. 55° E. off ſhore four or five miles. The greateſt extent of this iſland is an E. N. E. and W. S. W. direction 11 or 12 leagues long. The peak is remark-

BOOK II. 1797. October.

able high land, rising gradually from the extremes, and is nearly in the centre of the island. The south point is situated in the latitude of 33° 11′ N., and 126° 20′ east longitude.

29th. The east extreme bore of us N. 30° E. five or six leagues, and we had now seen the extent of Quelpaert. In no direction could we see any other land, although the weather was tolerably clear. As I was desirous of again making the Corean coast, we tacked and stood to the westward.

The night was moderate, and after the moon set we plied to windward as usual till daylight. The morning brought with it very thick, hazy weather, which entirely hindered us from seeing the island.

The island of Quelpaert is encircled by a rocky shore, chiefly of coral of a burnt or scorched colour, not quite black. In several parts on the flat land were rocks of great magnitude and uncommon forms; the effects to appearance of some natural convulsion, from which circumstance I conclude the island to be volcanic.

We

We ſaw no opening nor any boats, but the anchorage on the ſouth ſide is very good, when to the eaſtward of the flat iſlands. The iſland may be ſeen at 25 leagues diſtance, if not more from its great elevation.

30th.

Light breezes and very cloudy.

6 h. The weather clear and pleaſant.

12 h. Light winds.

13 h. Tacked and ſtood to the N. N. E. at 1 h. 30 m.

At half paſt 15 h. tacked.

18 h. Smooth water and fair weather.

20 h. Paſſed many blubbers, and quantities of ſea-weed.

24 h. Ditto winds and weather.

31ſt.

Moderate breezes and clear weather.

8 h. The haze came on again very thick.

14 h. Light airs and calms. Soundings per column.

16 h. Brought to till daylight.

19 h. Made ſail.

20 h. The ſea appeared very white through the haze, and in the morning we ſaw many land-birds, amongſt them a dove and a quail.

24 h.

BOOK II.

24 h. Fair weather, but very hazy.

1797. November 1ſt. Freſh breezes and the ſame hazy weather.

5 h. As we deepened our water the ſea in ſome degree loſt its whitiſh appearance, and became more green.

12 h. Light airs, and more clear round the horizon

16 h. Tacked ſhip till daylight, when we again ſtood to the weſtward.

24 h. Freſh breezes and clear weather.

2d. Light breezes and clear weather.

12 h. Calm and fair weather.

19 h. In the morning we examined our proviſions, and found, excepting ſalt meat, we had not enough to laſt the month of any other ſpecies; nor ſpirits, even at half allowance.

24 h. Light airs at noon, with fair weather.

3d. As we were by our longitude near the coaſt of China, and the wind remaining ſteady from the S. W. quarter, I thought it beſt to keep our wind in for the land, ſounding conſtantly every hour. We gradually decreaſed our water; and at midnight, having ſhoaled to 11 fathoms, hard ſandy bottom, we tacked and ſtood off till the morning under an eaſy ſail. Notwithſtanding

withſtanding we ſteered out in the ſame direction we had come in, we had leſs water for two or three leagues, which I imputed to a current ſetting us to the North of our eſtimation. At day-light we tacked and made ſail in for the land, having a ſtrong breeze and very hazy weather, with a confuſed ſea, ſeemingly agitated by a ſtrong tide or current. The water was of a dirty yellowiſh colour, and very thick, which made me conclude we were off the Nanking river.

CHAP. VIII. 1797. November.

In the morning we ſaw ſeveral junks at anchor and under ſail; and at 22 h. 45 m. we ſaw the land. Upon a nearer approach it proved to be a ledge of rocks, bearing Weſt; and we had only five fathoms water. At 23 h. 30 m. we tacked in leſs than four fathoms, when the ledge bore S. 78° W. four or five miles; and the tide ſet us to the North, among the junks at anchor. We ſaw low land to the North and Weſt of the rocks; and at noon the ledge was juſt viſible from the deck, ſix or ſeven miles, bearing S. 78° W. Very thick hazy weather.

This eſtimation will make the rocks in the latitude of 31° 56′ 31″ N. and 122° 4′ 32″ E.

BOOK II. 1797. November 4th.

At 1 h. we had deepened our water, and we ſteered to the N. E., intending to range the coaſt of China up to the northward. In half an hour's ſail we ſhortened again to five fathoms: we then hauled our wind till we increaſed our water to 13 fathoms, when we again bore away to the E. N. E. I ſuſpect the tide had ſet upon a bank, as we obſerved a fixed buoy upon it, when we had the leaſt water; but when the haze, or more properly the fog, prevented our judging very correctly of any thing, from the perpetual obſcurity of the weather.

At 9 h., the wind blowing ſteady and ſtrong from the S. W., we hauled our wind till day-light, in hopes of more favourable weather. In theſe hopes we were much diſappointed, as the haze or fog was much thicker; and the wind veering to the Weſt and N. W. prevented our ſeeing or approaching the coaſt of China. We however ſtood to the North, as the wind permitted.

In the forenoon we paſſed ſeveral junks, ſtanding on different courſes; and all of them we had yet ſeen had three maſts. One of them had a fourth: this was fixed cloſe forward and outſide the veſſel, upon the

the bow. They were painted differently to thoſe we were accuſtomed to ſee at Canton.

We had loſt the thick yellowiſh appearance of the ſea, but the water was much diſcoloured in patches, as if diſturbed at the bottom.

5th. We paſſed cloſe to the leeward of a large junk, whoſe after-ſails were of cotton inſtead of matts. She was painted in the fore part and ſtern only, and on her quarters were ſome characters in black. They had lee-boards; but notwithſtanding, ſhe went bodily to leeward, and ſhe ſailed very heavily. There were about twenty men to navigate her.

In the morning we had fine, clear, pleaſant weather; and having deepened our water, the ſea reſumed its natural colour.

23 h. Large ſwell from the N. W. quarter.

24 h. Moderate and fair weather.

6th. Moderate wind and very clear weather.

7 h. Light airs inclining to calms.

12 h. Calm and clear weather.

18 h. We ſaw an iſland to the N. E. ten or twelve leagues.

BOOK II.

19 h. Light airs.

24 h. At noon the iſland from N. 48° E. to 53° E. ſeven or eight leagues.

1797. November.

7th. Light airs and fair weather.

The iſland from N. 62° to N. 69° E.

12 h. Dark cloudy weather.

13 h. Very ſqually weather, with heavy rains. The wind ſuddenly ſhifted to the N. W. quarter. During the violence of the wind we lay to.

Saw the iſland to the eaſtward.

At noon the iſland from N. 31° E. to N. 52° E. four or five miles: a large ſea from the North. This iſland, upon a nearer view, appeared to us much higher than we at firſt ſuppoſed: it was alſo rocky and barren. Off the north extreme, which is the higheſt part, are ſeveral detached rocks at a little diſtance; one of them much larger than the others: but the iſland itſelf is very inconſiderable in extent. It is ſituated in the latitude of 34° 2′ N., and longitude 125° 5′ 0″ E.

8th. Freſh gales and very ſqually weather, with a large ſea from the North, in which quarter it remained tolerably

tolerably clear; but we could ſee no other land. The wind totally preventing our progreſs towards the Corean coaſt, except in our former track, and the wind being ſteadily fixed in the North, I thought it needleſs to perſevere any longer, as we had only proviſions to the end of the month, even at half allowance. In conſequence of this circumſtance we bore away to the S. E.; and at ſunſet we ſaw the iſland of Quelpaert bearing S. 55° E.; and the iſland we had left, N. 24° W. twelve leagues diſtant.

At midnight, being to the ſouthward of Quelpaert, we hauled up again to the S. E., having a fine clear moon-light.

At day-light the peak on the iſland of Quelpaert bore N. 43° E. eight or ten leagues; and at noon the ſame mountain bore N. 15° E. 21 leagues.

Fine clear cold weather, and the wind more moderate.

Freſh breezes and fine weather. Squally at times. 9th.

5 h. The peak on Quelpaert, at ſunſet, bore due North, 24 leagues.

12 h. Moderate and clear weather.

At

BOOK II.

1797. November 10th.

At half paſt 18 h. altered our courſe to Eaſt.

24 h. Very pleaſant weather at noon.

Moderate breezes and fine weather.

4 h. Saw land from the maſt-head.

Some rocky iſlands bore off us S. 65° W. ſeven or eight leagues.

At half paſt 9 h. hove to for an hour, to wait the moon's riſing.

The iſlands bore off us N. E. by N. three leagues.

Hove to at half paſt 15 h. to wait day-light.

The iſlands bore from N. 17° W to N. 33° W.

They were five in number, and cloſely connected. The largeſt were thoſe to the North and South. The ſouthern one was high and peaked; and the whole cluſter, of very little extent. At 22 h. 55 m. we loſt ſight of them, bearing from N. 75° W. to N. 80° W. eight or ten leagues: at the ſame time we ſaw high land to the E. S. E. At noon the land extended from S. 59° E. to S. 69° E.; and we ſaw more diſtant land to the eaſtward, unconnected with the other.

24 h.

CHAP. VIII.

1797. November 11th.

24 h. Freſh breezes and very pleaſant weather this morning.

Freſh breezes and ſqually weather, with frequent rain, which at times entirely obſcured the horizon. At 3 h. 30 m. we ſaw an high peaked rock bearing S. by E.: we altered our courſe to paſs without it. At the ſame time we had violent ſqualls, and the wind veered more northerly. At 5 h. 30 m. we hauled our wind for the night; the peaked iſland bearing S. 25° E. four leagues; and the land ſet at noon, from N. 60° E. to N. 70° E. The more diſtant land we could not ſee.

It blew ſtrong all night, and we had a great ſea, with much rain. At day-light the peaked iſland bore N. 88° E.: and ſeeing no more land, we bore up with a ſtrong gale and ſqually weather.

The only chart we had on board was one of Van Keulen's, wherein he places the iſland of Meaxema in 32° 0′, and which is moſt probably the ſame land that bore to the E. S. E. of us yeſterday, and to the N. E. laſt evening, in which bearing it appeared like an iſland of conſiderable elevation; and on the eaſt ſide of it the hills were peaked. But the ſqually

BOOK II. 1797. November.

obſcure weather, in the afternoon, almoſt excluded our ſeeing any thing; and I could not reconcile the ſituation of the peaked iſland with his chart.

12th. We hauled up as near the wind as the ſea permitted. At half paſt 2 h. we ſaw an iſland a-head, very high, and round at top. At 5 h. we ſaw four more in different directions, from S. 30° E. to N. 60° E; the neareſt about 10 leagues. At half paſt we wore and hauled our wind, having no ſoundings with our line.

12 h. More moderate weather.

13 h. Tacked ſhip.

Made ſail at day-light for the iſlands, extending from S. 15° E. to N. 43° E., eight in number. At 21 h. the weſternmoſt, off which is a pinnacle rock, bore S. 5° W. two leagues; and we tacked to the Weſt.

Moderate breezes and fair weather.

At noon we counted ten iſlands extending from S. 10° E. to N. 45° E. They were of different magnitudes; and three of the largeſt emitted ſmoke at intervals throughout the morning. They were very elevated, and in general much broken, and preſented a barren

a barren rocky ſurface. The higheſt one, the ſame we firſt remarked, and now bore S. 58° E., was a round lofty mountain, riſing with a ſteep aſcent to its ſummit from the northern part of the iſland. It may be diſtinguiſhed at a great diſtance, and is the ſame we ſaw on July the 15th, when we paſſed on the eaſtern ſide of them, going to the North. We experienced to-day, for the firſt time ſince leaving Tſhoſan harbour, a ſtrong current, which had ſet us S. 38° E. 39 miles; and which, in addition to the contrary wind, entirely prevented our making the ſouthern part of the Japan iſles. 1797. November.

We ſaw another iſland bearing S. 10° W.: and the former iſlands extended from S. 49° E. to N. 50° E.; the neareſt five leagues. We hauled to the weſtward at ſunſet. 13th.

A moderate wind ſpringing up we made ſail to the S. W. The iſlands preſerved nearly the ſame bearings; and at noon they extended from S. 29° E. to N. 66° E. ten or twelve leagues. Eaſterly current of 20 miles ſince yeſterday.

Light airs and calms, with frequent heavy ſhowers of rain. 14th.

BOOK II. 1797. November.

6 h. At ſunſet we ſaw another iſland bearing S. 10° E.; and the ſouthern iſland of thoſe ſet at noon bore S. 37° E. ten or twelve leagues. Theſe iſlands were high and rocky, and very ſmall.

12 h. Pleaſant breezes and clear weather.

17 h. Bore away and made ſail.

19 h. A ſmall iſland ſeen bearing S. 32° E.

The current theſe 24 hours has ſet in the direction of N. 50° E. 28 miles, notwithſtanding we had a ſtrong N. W. wind.

24 h. Freſh breezes and clear. The iſland, S. 66° E. ſix leagues.

15th. Freſh breezes and clear weather. At 2 h. 30 m. the ſmall iſland bore N. 88° E.

It bore N. 83° E.; and ſoon after we loſt ſight of it.

7 h. Hauled our wind under eaſy ſail.

13 h. Squally and cloudy weather.

18 h. Bore up and made ſail. Large ſwell.

24 h. Freſh breezes and gloomy weather.

16th. Freſh breezes and dark cloudy weather.

7 h. Hauled our wind and plied under eaſy ſail.

13 h. Ditto weather, and a large ſwell.
16 h. Wore ſhip.
18 h. Made ſail.
20 h. The heavy clouds diſperſed, and we had mild clear weather. By our obſervations we find the current has ſet us N. 50° E. 43 miles ſince the 14th at noon.
24 h. Moderate breezes.

17th. Moderate breezes and fair weather.
10 h. Brought to till day-light.
17 h. Made ſail.
22 h. Current N. 39° E. 16 miles.
24 h. Fair weather and ſmooth water.

18th. Light breezes and mild pleaſant weather.
13 h. Gentle winds and very ſmooth ſea.
23 h. Eight miles only to the Eaſt of account.
24 h. Fair and pleaſant weather.

19th. Light breezes and fine weather.
7 h. Our eſtimated latitude was 26° 22′ North; and we ſteered Weſt.
12 h. The wind decreaſing.
18 h. Freſh breezes and clear weather.

BOOK II.

After muſtering we performed divine ſervice.

1797. November.

Current 39 miles eaſterly.

24 h. Very pleaſant weather.

20th. Moderate breezes and fair weather. Immediately after noon we ſaw land from the deck bearing S. 2° W. We knew this land to be the iſlands we had paſſed between on the 7th of July laſt. At 5 h. we loſt ſight of them, bearing S. 15° E. 14 or 15 leagues.

18 h. Variable and ſqually weather.

23 h. Current ten miles North.

24 h. Strong breezes and dark weather.

21ſt. Strong breezes and dark gloomy weather, with frequent ſqualls and a large ſwell.

We hauled upon a wind under a low ſail, and preſerved our ſituation by tacking during the night.

12 h. Dark and diſmal weather, with a large ſea, and a freſh gale of wind.

18 h. Bore away and made ſail. At 22 h. 30 m. we diſcovered the northern part of Formoſa bearing S. 50° E.; and at noon we ſaw it very indiſtinctly through the haze from S. 65° E. to S. 75° E. five or ſix leagues. Ditto weather.

Freſh

Freſh gales and very dark hazy weather, with a large ſea.

1797. November 22d.

6 h. We hauled our wind for the night.

13 h. Strong gales, and the ſea particularly luminous; appearing every brake as if we were in ſhoal water.

18 h. Bore away with a high ſea.

24 h. Hard gales and very ſqually weather.

23d. Strong gales and ſqually weather: very thick and hazy round the horizon. At 2 h. we hauled up more, expecting to ſee the land before dark; but our view was ſo confined by the weather we did not make it. At 6 h. we brought to for the night.

Throughout it blew a hard gale of wind; and we gradually decreaſed our ſoundings as we approached the China coaſt.

The gale was more moderate, and we made ſail in for the land, which we diſcerned at 18 h. 30 m. bearing N. 24° W. three or four leagues; and ſoon after Chappel Iſland, which lies South of Amoy harbour, bore S. 61° W. We paſſed without it at two or three miles diſtant. The fine weather we enjoyed this

BOOK II. 1797. November.

this morning brought an immenſe number of fiſhing boats out of the harbour. They were ſmall, and generally painted white, green, and red, with eyes to them all.

At 22 h. 30 m. we loſt ſight of Chappel Iſland bearing N. 33° E.; and at noon the high round hill, on the ſouth ſide of Amoy, bore N. 13° E.; and the extreme to the South, S. 68° W. Some ſmall iſlands were ſcattered along ſhore from N. 52° W. to 68° W., two or three leagues from us. Some high barren land bore N. N. W.

24th. Strong breezes and hazy weather.

At 2 h. we ſaw two rocks nearly in our courſe, and we ſteered more ſoutherly to paſs without them. After running 13 miles we paſſed them at two or three miles diſtance, and reſumed our former courſe.

At 6 h. we ſaw the Larnoch Iſlands from the deck, bearing S. 70° W. The rocks we had ſeen before were now juſt viſible, N. 28° E; and the extremes of the coaſt of China, from N. 5° E. to N. 88° W. ſix or ſeven leagues.

Our

CHAP. VIII.

1797. November.

Our eſteemed latitude at 12 h. was 22° 57′ North; and we hauled more to the weſtward. The coaſt of China, at day-light, extended from N. N. E. to N. N. W. three or four leagues; and the ſea was covered with fiſhing boats to a great extent.

Current of 22 miles to the W. S. W. theſe 24 hours.

Freſh breezes and very hazy weather. At noon we were within three miles of the eaſtern point of what is named Reyorſon's bay; and the water appearing diſcoloured we had ſteered to the ſouthward before noon. At noon the bay extended from N. 39° E. to N. 70° W., about two or three leagues from ſome iſlands ſituated in the bay.

Freſh breezes and very hazy weather. 25th.

We ſaw the rocks, Pedro Blanco; and at 4 h. 30 m. it bore S. W. from the deck. At 6 h. we were due North from it four or five miles.

12 h. Brought to till day-light.

16 h. Bore up and made ſail.

18 h. We ſaw the Great Lema bearing Weſt about four leagues, and we hauled up to the northward of it. At 20 h. it bore South two or three miles; and at noon,

BOOK II. 1797. November.

noon, S. 75° E.; iſland of Pootory, N. 88° E.; peak of Lantoe, N. 22° W. Current ſince yeſterday, S. 61° W. 22 miles.

Light winds and fair.

By obſervations made when Pedro Blanco and the Great Lema bore South of us, and corrected by the watch's error in the Typa, their ſituation will be as follows:

Great Lema, latitude	22° 04′ N.	longitude	114° 14′ E.
Pedro Blanco, ditto	22° 18′ N.	ditto	115° 06′ E.

They bear from each other N. 76° E. and S. 76° W. 50 miles.

26th. The afternoon was calm; but the tide being in our favour we drifted between the iſlands and Lantoe point, increaſing our water from 10 and 15 to 25 fathoms, when the point bore Eaſt three or four miles.

We came to an anchor in 12 fathoms, muddy bottom; Lintin Peak bearing N. 6° E.; Lantoe Peak, N. 75° E.; and the town of Macao, S. 88° W.

Light airs for a ſhort continuance.

In

CHAP. VIII.

1797. November.

In the morning muſtered the people and performed divine ſervice. Afterwards they were enjoined to ſecrecy in whatever related to our voyage. The officers and gentlemen delivered up their journals and other remarks.

27th. Moderate breezes from the northward. At 2 h. the tide, which had run down 12 hours, ſlacking, we got under way and made ſail for Macao. In our way we ſpoke a ſhip, called the Britannia, that had arrived from Port Jackſon, and now going to Canton. At dark we came to in Macao roads, in three fathoms; and in the morning, having ſtrong breezes from the N. E. quarter, we weighed and run into the Typa, where we moored in our old ſituation. We found riding here the Duff merchant ſhip from the South Seas, where ſhe had left ſome letters at the different iſlands.

By obſervations taken on ſhore, N° 45 ſhewed the longitude, - -	113° 43′ 38″ E.
True ditto is - -	113° 32′ 8″
Difference,	11′ 30″

By which it appears the watch has gone more regularly well than uſual, ſince her rate was ſettled in Tſhoſan harbour.

1797. November.

Remarks on the Japaneſe and Corean Veſſels.

THE Japaneſe junks we had the opportunity of obſerving were from three hundred to thirty tons burthen, and, without the ſmalleſt variation, of the ſame conſtruction. They have only one maſt, with a ſquare ſail of cotton; and notwithſtanding they at times weathered upon the ſchooner, we generally ſailed much faſter. They were unable to tack, but always wore in a very ſhort time.

They made uſe of iron creepers for anchors: and their rudders were of the ſame conſtruction with the Chineſe; and when at anchor hove up by a purchaſe.

The butt-ends and ſtern were covered with copper to preſerve them: and the opening in their ſterns is ſomething ſimilar to a ſquare tacked veſſel; only the ſides are carried aft, projecting beyond it ſome diſtance.

The hold was entirely open; and they made uſe of tanks or ciſterns for carrying water. The maſt was

compoſed of ſeveral pieces of fir, rudely made, and ſtrongly hooped together. The floor, timbers, beams, and main-piece of the rudder, were of oak; the reſt, of pine.

We never ſaw any that were painted.

The Corean Junks were of a large ſize, with only one maſt; but we did not ſee any under ſail. Their boats in the Archipelago of T'Choſan-go were more ſimilar to the Chineſe, and particularly in their mode of navigating them. They alſo made uſe of wooden anchors, which the Japaneſe do not. Their boats had two maſts and matted ſails, but not extended croſs-ways, with bamboos, like the Chineſe. In the centre of the veſſel they have a fire-place, built up with clay in a ſquare form: they always keep ſome fire in it, for the conveniency of ſmoking.

They made uſe of no covering like the Chineſe tilts, but covered themſelves up with coarſe dried graſs cloaks.

The boats were built of fir, the ſkulls were either oak or aſh, and they appeared to manage them with great dexterity. Some of them would carry from 50 to 60 people, and they ſailed very faſt.

BOOK II.

1797. November.

I think it unneceſſary to expatiate any more on the detail of our voyage, as it was continued to Madras through the Straits of Malacca, and from Madras to Trincomalay; a track of ſea well known to the navigator: thence I took the accuſtomed paſſage to England, where I arrived in February, 1799, after an abſence of four years; and ſhall conſider my exertions as amply rewarded, if this journal in the opinion of the ſcientific and geographical part of the world (however it may furniſh little amuſement to the general reader), is conſidered as adding to the ſtock of nautical information, and communicating a more extenſive knowledge of the globe.

APPENDIX.

APPENDIX.

No. I.

TABLES of the ROUTE of the PROVIDENCE and her Tender, the Variation of the Compass, and the State of the Barometer and Thermometer, during the Voyage from the Sandwich Islands, July 31st 1796, till our last Arrival at Macao, November 27th 1797.

1796.	Log.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mer. Alt.	Variation.	Ther.	Barom.
July 31.		N. 21° W.	78 Miles.	23° 15′ 0″ N.	23° 9′ 0″ N.	199° 20′ 0″ E.	199° 8′ 0″ E.	0° 0′ 0″ E.	84° 45′ 40″	0° 0′ E.	79°	30° 14′
Aug. 1.		W. 8 S.	73	23 6 0	23 4 0	198 0 0	197 52 0		84 40 0		77	30 17
2.		N. 8 W.	103	26 47 0	26 35 0	197 12 0	197 11 0		80 27 30	9 17	78	30 23
3.		N. 14 W.	122	25 3 41	24 54 0	197 28 0	197 29 0		82 26 20		79	30 22
4.		N. 10 W.	89	28 14 0	28 6 0	196 56 0			78 44 30		79	30 24
5.		N. 83 W.	76	28 24 0	28 30 0	195 41 0	195 33 0		78 18 0		80	30 25
6.	81′	W. ¼ N.	81	28 25 22	28 23 0	194 8 0	193 52 0		77 59 40	12 18	79½	30 25
7.	63	W. 10 N.	62	28 36 0	28 26 0	192 57 0	192 22 0		77 32 10		79	30 26
8.	84	W. ¼ N.	85	28 41 0	28 36 0	191 21 0	190 36 30		76 54 40	12 31	79	30 25
9.	106	W. 1 N.	106	28 39 0	28 36 0	189 26 0			77 10 25		79	30 24
10.	106	S. 89 W.	106	28 36 8	28 34 0	187 26 0	186 20 0		76 40 5		79½	30 28
11.	107½	N. 87 W.	108	28 41 9	28 30 0	185 22 0	184 9 5	184 43 27 ☉ & ☽ ☾ & * Mr. Chapman.	76 16 35	14 4 Amplitude.	79	30 30
12.	100	S. 88 W.	101	28 36 40	28 43 0	183 27 0	182 52 55	182 52 55 ☉ & ☽ ☾ & * Mr. Chapman.	76 3 30		79	30 26
13.	67	S. 89 W.	67	28 34 32	28 36 0	182 20 0	180 43 30		75 47 5	12 31	79	30 29
14.	43	S. 88 W.	43	28 33 30	28 34 0	181 31 0	179 48 0		75 29 45		80	30 20
15.	26	N. 64 W.	26	28 45 31	28 42 0	181 3 0	179 8 0		74 58 55		81	30 21
16.	2	Calm.	2	28 46 6	28 46 0	181 3 0	179 8 0		74 39 38		81	30 24
17.	9	N. 73 W.	9	28 44 0	28 47 0	180 53 0			74 22 20		80½	30 24
18.	59	N. 73 W.	63	29 2 0	28 58 0	179 42 0	177 29 14	178 24 17 * E. & W. ☽	73 45 30	13 20	80½	30 21
19.	51	N. 70 W.	52	29 20 19	29 14 0	178 45 0			73 7 8		81	30 20
20.	79	N. 71 W.	83	29 47 6	29 47 0	177 15 0	174 16 20	174 31 27 * E. & W. ☽ Mr. Chapman.	72 20 13		81	30 16
21.	123	N. 78 W.	121	30 11 0	30 16 0	174 55 0			71 36 0 Indifferent.		81½	30 11
22.	130	N. 56 W.	130	31 25 43	31 24 0	171 59 0	170 0 0		70 1 5		81	30 9
23.	142	N. 63 W.	136	32 26 18	32 33 0	169 34 0	167 36 0		68 40 3		81	30 20
24.	122	N. 60 W.	127	33 30 15	33 22 0	167 23 0	165 49 24	166 28 45	67 15 30	9 30	80½	30 24
25.	90	S. 78 W.	92	33 11 0	33 27 0	165 36 0	164 25 25		67 13 55		79½	30 33
26.	125	N. 73 W.	111	33 45 0 Indifferent.	33 41 0	163 28 0	162 18 0		66 19 0	9 7	79½	30 28

27.	138	S. 84 W.	138	33 30 0	33 30 0	160 43 ⊙	0 0 0	0 0 ⊙	66 12 0	7 8	80	30 20
28.	120	S. 89 W.	120	33 28 0	33 32 0	158 19 0	157 29 0	157 45 0 ☽ W. ⊙	65 53 40		80	30 20
29.	104	N. 74 W.	104	33 57 27	33 35 0	156 16 0	155 48 0	156 8 0 ☽ & * E.	65 2 30		80	30 25
30.	80	West.	77	33 56 5	34 4 0	155 44 0	154 3 25	Mr. Chapman.				
31.	93	N. 87 W.	92	34 1 0	34 22 0	152 36 50	153 53 0		64 42 0	5 30	80	30 25
Sept. 1.	73	N. 35 W.	96	35 19 18	34 46 0	152 45 0	151 31 0		64 15 40		79½	30 20
2.	94	N. 33 W.	96	36 39 3	36 28 0	151 41 0	150 11 40		62 35 13		79½	30 19
3.	91	N. 52 W.	91	37 35 36	37 33 0	150 11 0	149 2 0		62 53 30		73½	30 18
									59 34 56	1 25 Amplitude.	77½	30 27
4.	123	N. 48 W.	136	39 6 3	38 46 0	148 1 0	146 33 0	57 41 30 M. Altitude.	78 0 0 Ther.		78	30 10
5.	107	N. 65 W.	103	39 49 50	39 59 0	146 0 0	144 30 46		56 36 0 Ind.	0 52	77	30 0
6.	102	N. 67 W.	100	40 28 0	40 34 0	144 0 0	142 39 0		55 35 20		75	29 70
7.		S. 54 W.	56	39 55 0	40 12 0	143 0 0	141 54 0		55 45 40		72	29 96
8.	34	N. 17 W.	32		40 25 0	142 48 0					73	29 87
9.	79	N. 29 E.	67	40 44 36	40 51 0	143 14 0	142 6 30		54 10 50		70	29 90
10.	60	N. 44 E.	61	41 32 22	41 31 0	144 18 0	142 43 49		53 0 10		66	30 0
11.	50	N. 36 W.	30	41 56 35	42 0 0	143 55 0	142 30 0	143 51 47 ☽ & *	52 13 10	1 26	65½	30 10
12.	50	S. 9 E.	9	41 46 25 Indifferent.	41 56 0	143 56 0			52 0 45		67	30 19
13.	88	N. 45 W.	48		42 20 0	143 9 0					64½	30 11
14.	43	West.	5	42 19 43	40 20 0	143 3 0					64½	30 11
15.	30	S. 79 W.	22	42 16 0	42 17 0	142 33 0			50 41 0		63	30 6
Oct. 1.	89	S. 66 E.	73	41 48 0 Indifferent.	41 44 0	142 39 0			50 21 0		62	29 75
2.	60	N. 25 E.	39	42 29 0	42 24 0	143 19 0	143 48 55				58	30 10
3.	46	N. 55 E.	31	42 47 25	42 47 0	143 53 0	144 15 0		42 32 0		59½	30 30
4.	57	N. 70 E.	51	43 0 0	43 1 0	144 59 0	145 5 45		42 50 0		60	30 24
5.	74	N. 61 E.	62	43 30 0	43 36 0	146 12 0	146 20 15 by N° 1.		42 14 20 Bad.			
6.	45	N. 78 E.	28	43 34 47	43 9 0	146 46 0	146 24 0		41 21 20		60	30 24
7.	42	N. 31 E.	18	43 50 30	43 47 0	146 59 0	146 50 0		40 53 22		60	30 34
8.	59	N. 27 W.	47	44 31 30	44 36 0	146 30 0	146 24 25		40 15 0		60	30 34
9.	74	N. 39 E.	44		45 6 0	147 9 0			39 10 40		60	30 34
10.	32	N. 39 E.	24		45 25 0	147 30 0					58	30 0
11.	52	N. 31 E. By Ac.	34	46 5 0	45 42 0	148 13 0					60	29 60
12.	50	S. 79 E.	26	46 1 39	46 13 0	148 50 0	149 5 50		36 29 0		63 File in Cab.	29 83
13.	21	N. 29 E.	34	46 32 0	46 15 0	149 14 0	149 36 0		36 10 0		64	30 0
14.	63	N. 45 E.	47	47 5 0	47 5 0	150 3 0			35 17 0		63	29 83
15.	55	S. 45 E.	12	46 55 18	47 1 0	150 14 0	150 30 25				60	29 75
16.	75	N. 57 E.	45		47 20 0	151 9 0			34 10 0		61	29 80
17.	46	S. 60 W.	33		47 4 0	150 27 0					63	29 95
											59	30 7

1796.	Log.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mer. Alt.	Variation.	Ther.	Barom.
Oct. 18.	66′ Since last Obs.	S. 83° W.	67 Miles.	46° 47′ 15″ N.	46° 53′ 0″ N.	150° 0′ 0″ E.	150° 2′ 1″ E.	0° 0′ 0″ E.	33° 11′ 30″	0° 0′ E.	61°	29° 85′
19.	40	S. 36 W.	4	46 42 40	46 44 0	149 56 0	150 5 45		32 34 25	4 0	62½	29 85
20.	26	S. 42 E.	17½		46 30 0	150 33 0					61	29 88
21.	48	S. 11 E.	30	45 22 40	45 40 0	150 37 0	150 26 0		33 31 15		61	30 25
22.	92	S. 48 W.	70	44 42 7	44 36 0	149 23 0	149 15 0		33 50 45		61	30 20
23.	76	N. 72 W.	30		44 51 0	148 35 0					62	29 53
24.	38	N. 65 E.	16	44 15 0 Very indiff.	44 41 0	148 56 0			33 35 0		55	29 79
25.	29	S. 56 E.	21		44 1 0	149 27 0					63	29 98
26.	70	S. 32 W.	67	42 23 47	43 4 0	148 39 0	148 23 35		34 45 45		65	30 20
27.	86	S. 53 W.	65	41 46 14	41 45 0	147 29 0	147 31 15		35 2 40		68	30 36
28.	58	S. 77 E.	15	41 37 0	41 43 0	147 59 0			34 52 0		68	30 3
29.	129	N. 87 W.	130		41 43 0	145 4 0					66	29 95
30.	59	S. 37 W.	47	40 46 0 Very bad.	41 6 0	144 36 0			35 3 0		67	29 33
31.	118	S. 6 W.	106	38 38 0 Very bad.	39 1 0	144 11 0			36 52 0		59	30 6
Nov. 1.	85	S. 22 W.	81	37 6 33	37 23 0	143 33 0	144 9 40		38 3 30		69	30 37
2.	44	S. 51 W.	44		36 39 0	142 50 0					76	30 31
3.	120	S. 37 W.	118	34 47 40	35 5 0	141 21 0			39 44 30		73	30 11
4.	46	N. 84 W.	29	34 56 0	34 51 0	140 56 0			39 18 0		74	30 28
5.	99	N. 81 W.	81	35 7 0	35 7 0	139 8 0			38 48 10		70	30 8
6.	65	N. 89 W.	55		35 9 0	138 1 0					72½	29 86
7.	44	S. 35 W.	17	36 9 26	34 55 0	137 49 0			37 10 15		67	29 94
8.	96	S. 56 W.	96	35 41 41	35 15 0	136 11 0		142 14 0 ☉ & ☽	37 19 30		67	30 24
9.	85	S. 50 W.	74		34 54 0	135 1 0	140 25 53				73	30 22
10.	78	S. 50 W.	63	34 54 52	34 14 0	140 28 0 From White Point.	139 58 47		37 33 27		69	30 11
11.	77	S. 63 W.	47	34 1 40	34 24 0	139 37 0			38 9 50		67	30 28
12.	84	N. 82 W.	78		34 13 0	138 4 0					71	30 20
13.	71	S. 63 E.	26	33 59 0	34 1 0	138 32 0			37 41 0		72	29 96
14.	129	S. 3 E.	60		32 59 0	138 36 0					72	30 42
15.	109	N. 81 W.	109		33 23 0	137 51 0					70	30 14
16.	35	S. 89 W.	39		33 22 0	137 5 0					75	29 70
17.	75	S. 51 W.	55	32 14 0	32 47 0	136 15 0	135 48 0		38 24 30		72	30 10
18.	27	S. 51 W.	23	31 30 0	32 0 0	135 54 0	135 41 0		38 54 45		71½	30 20
19.	18	S. 36 W.	19	30 48 33	31 15 0	135 41 0	135 37 0		39 22 6		71	30 16
20.	51	N. 71 W.	51	31 3 53	31 6 0	134 55 0	134 12 10		38 53 20		72	30 8
21.	70	N. 69 W.	70		31 29 0	133 39 0					72	29 95
22.	44	S. 82 W.	36	32 7 17	31 24 0	132 47 0	132 42 10	132 17 50 ☉ & ☽	37 23 40		74	29 95
23.	89	S. 17 W.	42	31 34 24	31 27 0	132 32 0	133 1 20		37 43 50		68	30 4
24.	91	S. 60 W.	83	31 13 55	30 43 0	131 0 0	131 55 40		37 52 30		65	30 21

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1797.	Log.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mer. Alt.	Variation.	Ther.	Barom.
				° ′ ″ N.	° ′ ″ N.	° ′ ″ E.	° ′ ″ E.	° ′ ″ E.	° ′ ″	° ′ W.	° °	° ′
May 26.	42′	S. 63° W.	17 Miles.		24° 7′ 0″ N.	123° 32′ 0″ E.						
27.	40	S. 59 W.	34		23 49 0	123 0 0						
28.	102	S. 30 W.	90	22 32 0	22 21 0	122 11 0						
29.	103	S. 59 W.	65	22 1 38	21 22 0	121 11 0			88 27 40			
30.	63	S. 71 W.	65	21 41 0	21 44 0	120 21 0			89 27 20			
31.	68	S. 84 W.	69	21 37 34	21 37 0	119 9 0			89 37 50			
June 1.	39	N. 71 W.	46	21 53 0	21 40 0	118 26 0	117 12 0		89 26 15			
2.	23	N. 64 W.	24	22 3 25	21 58 0	118 0 0	116 24 0		89 33 30			
3.	116	S. 85 W.	113	21 53 0	21 55 0	115 54 0						
4.	54											
27.	79	S. 70 E.	67	21 40 0	21 49 0	115 4 0	114 51 25		88 7 20		82	
28.	144	N. 39 E.	93		22 52 0	116 7 0					82	84½
29.	113	N. 81 E.	106		23 17 1	117 54 0					84	85
30.	66	N. 76 E.	45	23 22 30	23 28 0	118 41 0	119 9 0		89 35 10		83	
July 1.	72	N. 48 E.	71	24 10 32	23 55 0	119 39 0	120 16 0		88 43 30		84½	86
2.	36	N. 59 E.	59	25 9 35	24 35 0	119 40 0	120 36 0		87 40 20		84	85½
3.	46	N. 59 W.	20		25 19 0	119 21 0					81	82
4.	27	N. 83 E.	30		25 23 0	119 53 0					81	82
5.	77	S. 86 E.	60	25 18 44	25 15 0	121 0 0	121 52 0		87 15 40		84	83½
6.	58	N. 72 E.	55	25 35 25	25 35 0	121 55 0	122 51 0		86 52 50		84	86
7.	86	N. 64 E.	72	26 12 37	25 43 0	123 27 0	124 59 0		86 9 20	2 0	84	85
8.	60	N. 77 E.	62	26 26 33	26 12 0	124 34 0	126 36 35	126 49 15	85 48 40		86½	85½
9.	46	S. 37 E.	80	26 12 0	26 11 0	124 47 0	127 22 0		85 55 50		85	86
12.	68	N. 7 E.	43	26 54 34	26 42 0	127 33 0			84 50 0	51 0	85½	86
13.	88	N. 45 E.	76	27 44 0	27 48 0	128 33 0	129 9 0		83 52 35	86 0	85	
14.	100	N. 20 E.	80	28 57 0	29 3 0	129 5 0	129 36 0		82 30 0	1 0	83	83½
15.	94	N. 25 E.	116	30 42 0	30 15 0	130 0 0	131 16 30		80 35 40	1 30	84	84
16.	76	N. 5 W.	86	32 9 0	31 30 0	129 54 0	131 42 0	132 34 0	78 58 48		80	82
17.	30	N. 80 W.	24	32 14 0	31 54 0	129 26 0	131 38 35	132 30 0	78 43 50	2 0	82	84
18.	41	S. 84 W.	31	32 11 0	32 2 0	128 49 0	131 15 0	132 3 0	78 36 20		81	83½
19.	4	S. 20 E.	4	32 15 0	32 7 0	128 45 0	131 16 0	131 48 0	78 21 30		83	84
								Mr. Chapman.				
20.	23	West.	8	32 14 0	31 56 0	128 37 0	131 15 0		78 11 22		83½	85
21.	37	S. 22 W.	37	32 6 30	31 40 0	128 21 0	131 20 0		78 7 40	1 26	83	83
22.	30	S. 61 W.	4	32 4 35	31 45 0	128 17 0		131 20 0	77 57 20		84	85½
								by Watch.				
23.	26	S. 17 W.	16	31 49 0	31 49 0	128 12 0			78 0 50		85	84½
24.	53	N. 58 E.	55	32 17 0	31 48 0	129 8 0	133 20 0		77 20 20		84½	85
25.	54	N. 39 E.	43	32 54 20	32 50 0	129 40 0	134 26 0		76 30 0	40 0	82	84½
26.	72	N. 65 E.	70	33 28 17	33 33 0	130 47 0	135 23 0		75 43 0		84	84
27.	37			33 52 45	33 48 0	131 28 0	135 55 0		75 5 0		85	84
28.	42	N. 41 E.	46	34 28 0	34 20 0	131 56 0	136 54 0		74 16 10	49 0	83	85
										1 0 E.		
29.	26	E. 4 N.	23	34 30 0	34 32 0	132 24 0	137 30 0		73 59 45		83½	84
30.	48	N. 79 E.	38	34 38 0	34 32 0	133 9 0	138 35 0		73 38 0	15 0 W.	83½	84
31.	21			34 56 0	34 45 0	133 38 0	139 25 0		73 4 20		85	85
Aug. 2.	121	N. 4 E.	113	37 44 21	37 49 0	141 18 0	140 28 0		69 46 0	30 0	76	75
3.		N. 10 E.	62	38 49 0	38 45 0	141 29 0	140 51 0		68 25 40	0 36	78	78

| | | |

1797.	Log.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mer. Alt.	Variation.	Ther.	Barom.
Sept. 21.		S. 27° W.	23 Miles.	47° 46′ 5″ N.	47° 35′ 0″ N.	139° 53′ 0″ E.	140° 25′ 30″ E. 139 25 30	0° 0′ 0″ E.	42° 36′ 30″	0° 0′ W.	70° 71°	0° 0′
22.		S. 30 W.	60	46 54 3	47 1 0	139 9 0			43 5 10		62 57	
23.		S. 16 E.	32	46 22 45	46 23 0	139 22 0	139 56 0 138 51 0		43 13 0		62 64	
24.		S. 46 W.	46	45 50 40	45 55 0	138 34 0	139 9 0 138 3 0		43 21 30	2 15	56 62	
25.		S. 25 W.	47	45 4 15	45 9 0	138 5 0	138 35 0 137 26 0		43 44 30	3 0	58 63	
26.		S. 72 W.	29		44 55 0	137 26 0					57 64	
27.		S. 43 W.	103	43 38 8	44 1 0	135 48 0	136 32 0 135 20 0		44 23 30	3 10 Amplitude	58 65	
28.		S. 7 W.	41	42 56 43	43 0 8	135 32 0	136 46 0 135 30 0		44 41 30	5 0	63 66	
29.		S. 36 W.	37	42 27 4	42 33 0	135 11 0	135 0 0	136 16 0	44 47 40	4 50	64 66	
30.		S. 63 W.	46	42 6 17	42 8 0	134 15 0	135 24 0 134 0 0	134 54 0 134 20 0	44 44 55		62 64½	
Oct. 1.		West.	45	42 6 12	42 5 0	133 15 0	134 15 0 132 55 0		44 22 45		66 67	
2.		N. 86 W.	42		42 8 0	132 19 0					64 67½	
3.		S. 71 W.	72	41 44 17	41 52 0	130 47 0	131 33 15 130 9 15		43 56 50		90 67	
4.		South.	53	39 40 36	39 45 0	129 57 0	130 39 0 129 12 0	129 59 0 ☽ & *	45 14 10		70 69¾	
5.		S. 28 W.	82	40 32 0	40 45 0	129 56 0	130 33 0 129 6 0	130 22 0 ☽ & * Bad.	44 45 20	3 50	70 69	
6.		West.	48	39 39 15	39 45 0	128 55 0	129 48 0 128 18 0		44 52 25	3 20	66 66	
7.		S. 3 E.	43	38 55 26	38 55 0	128 57 0	128 20 0	129 52 0	45 13 0		70 69	
8.		S. 14 E.	7		38 48 0	129 0 0					68 70	
9.		S. 10 E.	96	37 13 17	37 18 0	129 20 0			46 9 30 indifferent.		64 66	
10.		S. 13 E.	49	36 24 39	36 20 0	129 34 0	130 49 0 129 11 40		46 35 20		60 64½	
11.		S. 11 E.	53	35 32 38	35 23 0	129 46 0	131 15 45 129 32 45		47 4 40		65 67	
12.		S. 19 W.	54	34 41 11	34 49 0	129 25 0	130 52 0 129 10 30	129 38 0 ☉ & ☽	47 33 30	2 30	64 67	
13.		N. 62 W.	36		34 57 0	128 46 0					66 71	
22.		S. 53° W.	64	34 25 7	34 30 0	128 5 0	127 56 50 indifferent.		44 9 30	2 30	75 69	
23		S. 82 W.	18	34 23 21	34 33 0	127 4 0			43 50 45		67½ 70	
24.		N. 69 W.	20	34 30 24	34 35 0	126 41 0			43 19 30		65 68	
25.		S. 52 W.	21	34 17 35	34 15 0	126 21 0			43 15 30		65 68	
26.		S. 38 W.	25	33 57 25	34 57 0	126 2 0	126 42 0		43 14 25		64 64	
27.		S. 33 W.	51	33 14 10	33 23 0	125 29 0	126 13 0		43 37 20		66 67½	
28.		S. 66 W.	23	33 5 0	33 7 0	125 54 0	126 32 35		43 26 5		69 70	
29.		S. 39 W.	26		32 43 0	125 3 0					66 67	

30.	S.	69	W.	42	32	31	26	32	30	0	124	47	0	125	24	30	43	20	0	2	45	66	67
31.	S.	55	W.	50	32	2	27	32	9	0	123	58	0	124	37	0	43	29	25			69	69½
Nov. 1.	S.	59	W.	42	31	41	33	31	35	0	123	16	0	123	50	0	43	31	0			67	69
2.	N.	80	W.	32	31	46	37	31	43	0	122	39	0	123	15	0	43	6	50			70	70
3.	N.	75	W.	43	31	58	0	31	55	0	121	49	0	122	13	0	42	36	50			67	69
4.	N.	61	E.	64	32	29	0	32	20	0	122	55	0	123	21	0	41	17	10			67	68½
5.	N.	43	E.	75	33	24	43	33	24	0	123	57	0	124	20	0	40	33	20	2	0	62	65
6.	N.	37	E.	20	33	40	21	33	41	0	124	13	0	124	44	0	39	59	40			71	66
7.	N. E.			24	33	57	44	33	59	0	124	33	0				39	24	30			52	65
8.	S.	35	E.	113	32	20	7	32	25	0	125	48	0	126	20	0	40	44	35			59	62
9.	S.	62	E.	77	31	43	13	31	44	0	127	9	0	127	37	0	41	4	25			65	67
10.	N.	80	E.	78	31	56	0	31	52	0	128	40	0	129	6	0	40	34	45			70½	69½
11.	S.	18	W.	72	30	48	0	30	48	0	128	14	0	128	42	0	41	26	0			64	67
																	indifferent.						
12.	S.	9	E.	48	30	1	43	30	22	0	128	23	0	129	23	0	41	56	0			67	68
13.	S.	57	W.	49	29	36	3	29	34	0	127	33	0	128	54	0	42	5	40	2	30	70	70
14.	S.	53	W.	59	29	0	41	28	42	0	126	41	0	128	25	30	42	25	15			72	70
15.	S.	48	W.	97	27	56	0	27	48	0	125	18	0				43	15	0			68	72
																	indifferent.						
16.	S.	77	W.	67	27	40	53	27	21	0	124	4	0	126	25	0	43	14	30			70	72½
17.	S.	76	W.	66	27	25	11	27	13	0	122	50	0	125	24	0	43	15	30			72	72½
18.	S.	45	W.	67	26	38	20	26	38	0	121	57	0	124	39	0	43	47	55			101	75
19.	S.	76	W.	79	26	19	43	26	16	0	120	31	0	123	38	30	43	52	40			81	77
20.	N.	87	W.	52	26	22	54	26	13	0	119	23	0	122	37	0	43	35	40			72	76½
21.	S.	50	W.	95	25	22	3	25	36	0	118	1	0	121	8	0	44	23	10			75	72½
22.	S.	57	W.	81	24	35	0	24	42	0	116	46	0	119	46	0						69	73½
					Double Alt.																		
23.	S.	67	W.	97	23	51	39	24	1	0	115	11	0	118	6	0	45	27	55	2	10	67	65
24.	S.	57	W.	140	22	36	39	22	47	0	112	14	0	115	51	0	46	30	40	2	0	86	78
25.	S.	69	W.	82	22	7	47	22	19	0	110	51	0	114	10	0	46	47	40			72	80

APPENDIX.

No. II.

VOCABULARIES of the Languages of the Iſlands of INSU, LIEUCHIEUX, and of the Natives of CHOSAN, on the Coaſt of COREA.

Specimen of the Inſu Language.

Arkee,	Come here.	Sherima,	Make haſte.
Appeaſs,	To walk.	Horopſce,	To drink.
Tambene,	To enquire the name for any thing.	Kadanna,	A two-handed ſword.
		Wagaſaſſa,	A one-handed ditto.
Penzy,	A ſhip.	Ka,	A muſket.
Erracooſh,	Dried cod-fiſh.	Shoomotza,	A book.
Koo,	A bow.	Yewbee,	The finger.
Kooka,	A bowſtring.	O yewbee,	The thumb.
Ay,	An arrow.	Sinnee,	The leg.
Eckyoop,	A quiver.	Momo,	The thigh.
Yewknema,	Deer-ſkin.	Oondee,	The arm.
Atooſh,	A frock.	Nagayewbee,	Middle finger.
Aſkippi,	The finger.	Gedah,	Sandals.
Creak,	The beard.	Tenoogambe,	The wriſt.
Meemack,	The teeth.	Kame,	Paper.
Shoo,	An iron or copper pot.	Enoo,	A dog.
Maſſacaree,	An hatchet.	Necko,	A cat.
Oikyo,	A man.	Vaſaffo,	A child.
Meanako,	A woman.	Koodge,	The lips.
Haat,	Grapes.	Aſſee,	The foot.
Soom,	Fiſh oil.	Olongyſe,	The chin.
Hipparee,	A bear.	Meemee,	The ear.
Chucaup,	An eagle.	O,	Yes.
Sarraneep,	A baſket.	Ny,	No.
Ya,	Fiſh net.	Karnu,	Hair.
Magiddee,	A knife.	Foonil,	Ship.
Tſheerce,	Tobacco pipe.	Timma,	Boat.
Seecham,	A Japaneſe.	Tcha,	Tea.
Kanzee,	An oar.	Sado,	Sugar.
Wakha,	Water.	Tabacco,	Tobacco.

APPENDIX.

No. III.

Specimen of the Language of the Natives of the LIEUCHIEUX Iſlands. It is a Dialect of the Japaneſe, with ſome few Chineſe Words.

Mizee,	Water.	Yecobee,	The finger.
Ing,	A dog.	Coya,	A cucumber.
Shiree,	A tobacco-pipe.	Mo,	Sweet potatoes.
Ching,	A frock.	Hoonee,	A ſhip.
Mee,	The eye.	Ooſſe,	The ſun.
Myo,	The eye-brow.	Kance,	Copper.
Hanna,	The noſe.	Koodgee,	The mouth.
Haa,	The teeth.	Orra,	The hand.
Karatzee,	The hair.	Kapa,	A hat.
Timma,	A boat.	Shee,	A foot.
Meemee,	The ear.		

Specimen of the Corean Language uſed at Choſan.

Hannah,	One.	Noon,	The eye.
Toool,	Two.	Noonſhip,	The eye-brow.
Soe,	Three.	Kace,	The noſe.
Doe,	Four.	Yeep,	The mouth.
Taſſah,	Five.	Yee,	Teeth.
Yeſſah,	Six.	Murree,	Hair.
Yerogo,	Seven.	Shuame,	The beard.
Yaltai,	Eight.	Pul,	Arm.
Acho,	Nine.	Sone,	Hand.
Yſel,	Ten.	Socora,	Fingers.
Hah,	The Sun.	Tantangee,	Leg.
Tareme,	Moon.	Cheenumchee,	Thigh.
Curome,	Stars.	Kat,	A hat.
Pool,	Fire.	Chap,	A houſe.
Mool,	Water.	Sonamo,	A tree.
Parrum,	Wind.	Oon,	Silver.
Moc,	Land.	Koou,	Gold.
Sanna,	A man.	She,	A bullock.
Kageep,	A woman.	Towyee,	A hog.

Names

Names of the Numerals uſed by the Natives of the Iſlands off the Coaſt of Japan.

	Japaneſe.	*Lieuchieux.*	*Inſu.*
1,	Stozee,	Stitz,	Sheeneap.
2,	Statze,	Statz,	Too.
3,	Mitzee,	Mitz,	Liep.
4,	Yeatze,	Yeatze,	Eenep.
5,	Idotzee,	Itſeitzy,	Aſheak.
6,	Nitzee,	Nitz,	Ewan.
7,	Nanatzee,	Nanatzy,	Afrawan.
8,	Joſee,	Yeatz,	Toopiſh.
9,	Kokonitz,	Kokonitz,	Lepiſh.
10,	Toc,	Toc,	Wanna.

SOME VEGETABLE PRODUCTIONS OF INSU.

The plants marked thus (*) *are cultivated.*

Betula alnus
——— alba
Penius, abies
Quercus, 1 ſpec. cheſnut-leaved
Fraxinus nigra
Taxus baccata
——— nucifera
Ulmus campeſtris
Populus balſamea.
Magnotia acuminata
Hydrangea arborea
——— ſcandens, 2 var. a new ſpec.
Rubus, 3 ſpec. one furniſhed with blue fruit, the other with a calix that is furniſhed with red glandulous hairs, the third ſpecies is poſſibly the rubus incana of Thunberg
Roſa pomifera, probably the rugoſa of Thunberg
Iris, 1 ſpec.
Morus papyrifera, with ſmall fruit
Impatiens noli me tangere
Vitis Japonica
Vitis vulpina
Artimiſia mantiſna
——— vulgaris
Polygonum viviparum
* Polygonum multiflorum
——— 1 other ſpecies
Triticum maritimum
* Ocemum criſpum
Mintha aquatica
Polypodium vulgare
——— villoſum
Acroſticum trifoliatum
Trichomanes, 1 ſpecies
* Allum or chives
Fagus caſtanea
——— ſylveſtris
Chærophyllum ſylveſtre
Lamium album
* Phaſcolus
* Zea mayc
Rhaphanus
Corinthe, with blue flowers
Lichen

Bryum
Orchis, 1 ſpecies
Juniperus ſabina
Equiſetum hiemale
Equiſetum arvenſe
Juncus ſylveſtris
Cytiſus, with white flowers reſembling the laburnum

SOME VEGETABLE PRODUCTIONS OF THE LIEUCHIEUX ISLANDS.

Canna indica
Curcuma longa
Crinum Aſiaticum
Amaryllis
Buxus ſemper virens
Ficus, 2 ſpecies
* Citrus lemonca
Corypha umbraculifera
* Chamærops excelſa
* Oxalea indica
* Caranlea ſaſanqua
* Convalarea Japonica
* Millium ſativum
Pinus
Quercus
* Amygdalus pemca
* Nicotcana rabaccum
Dracona, with blue pendent flowers, the ſame as found in New Holland
Cucumis, 2 var.
Solanum
Malva
Virens
Taſſilago roots, eaten by the inhabitants

SOME VEGETABLE PRODUCTIONS OF COREA.

Azalea Japonica
Pinus tæda
Rubus, 1 ſpecies
Campanula, 3 ſpecies
Allium, 2 ſpecies
Hyacinthus
Polypodium
Achroſticum trifoliatum
Vitis vulpina
* Rhaphanus, the turnip rooted
* Cucurbita, ſeveral varieties.
Roſa, 1 ſpec. dwarf and trailing
Bryonca
Atriplex
Salix, 2 ſpecies
Dianthus arvenſis
Gallium
Serratula
Plantago major
Convolvulus
Polygonum, 3 ſpecies
Artemeſca, 3 ſpecies
Juniperus ſabina
Lichen
Lyſimachea
Parnaſſia paluſtris

THE END.

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